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MAGAZINE

SEPTEMBER 1974

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Adventurous Railroading and Rail Hobbies — Founded 1906

VOL. 96, No. 5, SEPTEMBER 1974

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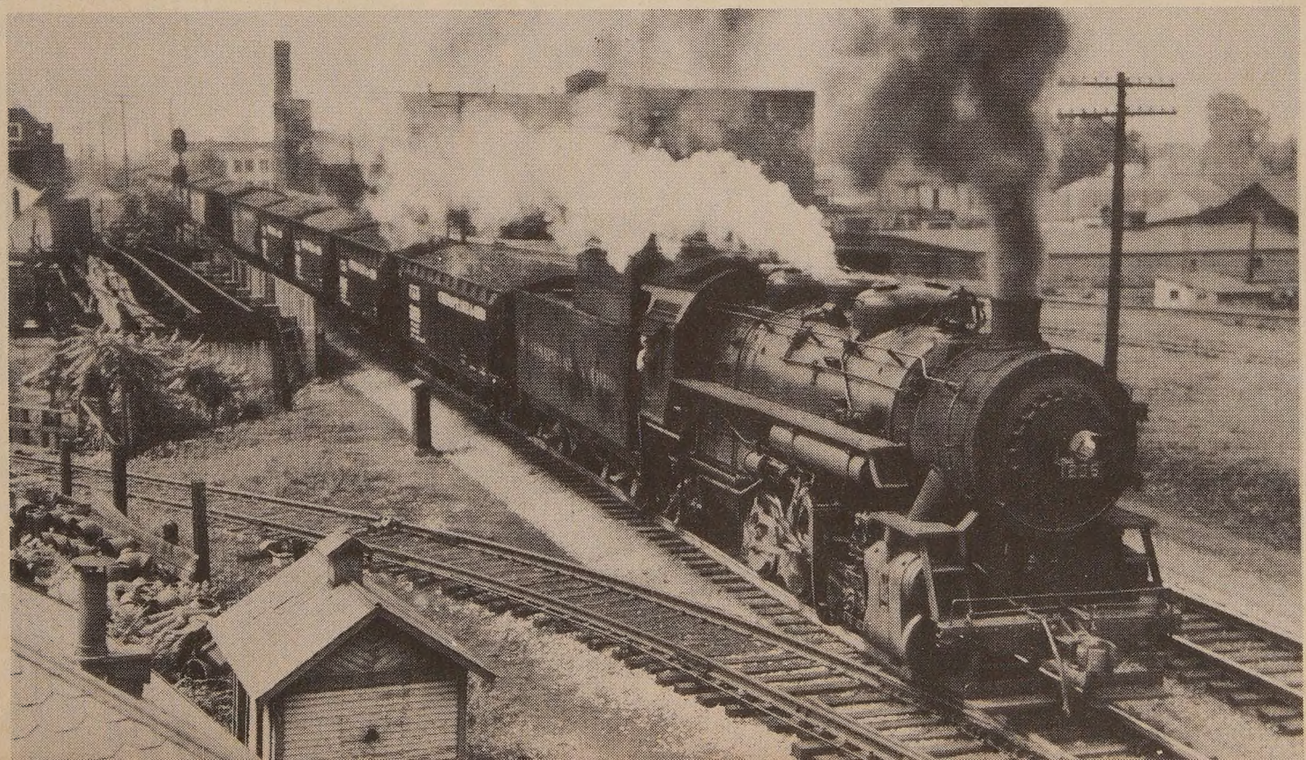
Photograph by G. Grabill, Jr.

Chesapeake & Ohio 0-8-0 No. 236 hauling black diamonds over Big Four tracks at HV tower, Columbus, Ohio.



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THE MAIL CAR

where editors and readers meet

UNLIKE any other cover we've had is this month's view of a Seaboard Coast Line engine, damaged by a derailment at Pinellas Park, Fla., in December, 1971, being readied for a trip to the St. Petersburg shops. The photograph was made by one of our *Interesting Railfans,* J. Howard Audibert, 6632 28th St. South, St. Petersburg, Fla. 33712. (Next month's cover will be a station scene on Penn Central's electrified mainline.) ●

BRITISH COLUMBIA can boast having one of the world's finest steam trains. I was proud to ride on the inaugural run of the Royal Hudson steam train service between North Vancouver and Squamish, B.C. The railway was formerly the Pacific Great Eastern but is now owned and operated by the B.C. Government. It follows the shore line of scenic Howe Sound to Squamish, a fair-sized town nestling at the foot of snow-capped mountains.

Motive power for the 80-mile round trip is the 2860, a Royal Hudson, oil-fired, ex-Canadian Pacific 4-6-4, recently fully overhauled. Trip takes six hours, leaving the British Columbia Railway station in North Vancouver at 9:50 a.m. daily, Wednesday through Sunday, until September 2nd. Fare for adults is a nominal $5, less for children and groups. The excursion train, with six coaches, gives you the double thrill of riding behind a great steamer and viewing superb scenery. A two-hour stopover in Squamish before the return trip allows time for picture-taking, inspecting the 2860, and lunch. It's a day never to be forgotten.—Bert Lanning (retired CP fireman), 717 Pandora Ave., Victoria, B.C., Canada, V8W 1N9. ●

THE BANKRUPT GIANT, which reports net losses of nearly $10 million a month, may be reaching the

The railway girl with the golden smile is Barbara J. Rust, new Santa Fe head of environmental quality, Chicago. She reports to the ATSF assistant vice president-operations and cooperates with Federal, state, and local authorities. Barbara is a member of the American Association of Railroad Superintendents and the National Railway Engineering Association. A real rail queen.

Santa Fe Railway photograph

British Columbia Ry. Royal Hudson No. 2860 and train on transfer run from the CP Rail Drake St. roundhouse, Vancouver, to BCR's North Vancouver loco terminal on June 17, '74. This trip was made over CP Rail, CN, BCR and BN tracks.

Michael Wilkie, 595 Leaside Ave., Victoria, B.C., V8Z 2K9, Canada

CP Rail's Okanogan freight, shown on left, from Kelowna to Revelstoke, B.C., runs alongside Mara Lake to junction with the mainline at Sigamous, B.C., on October 6, 1973.

W.R. Hooper, Box 1662, Golden, B.C., Canada

end of the line. On July 1 a Federal judge ruled that Penn Central should not join a proposed new Federal rail system set up by Congress. This U.S. order by District Court Judge John P. Fullam, unless set aside by the Supreme Court, could lead to the liquidation of the nation's largest railroad!

Penn Central was expected to become the major part of the Consolidated Railway Corp., or Conrail, which was created last year by Congress to bail out financially troubled railroads in the Northeast and the Midwest. Judge Fullam also ruled that the Lehigh Valley, in bankruptcy procedures, should not become part of Conrail. In both cases, he said the Regional Rail Reorganization Act of 1973 "does not provide a process which would be fair and equitable to the estate of the debtor."

However, District Court Judge J. William Ditter, Jr., who is supervising the bankruptcy of the Reading, says the Reading could be reorganized by transferring some of its properties to Conrail.

Besides PC, the Lehigh Valley, and the Reading, two other roads—the Jersey Central and Ann Arbor—are involved in the proposed Conrail network. ●

LIFE is a series of ups and downs for Robert Cartmell, a roller-coaster expert who seeks the sharpest turns and steepest hills.

"I just feel better when I get off a roller-coaster," explains Cartmell, an art professor at Albany, N.Y., State University. "The best time to ride one is on a warm, rainy day when the grease on the tracks is less thick."

His expertise has won him a $20,000 grant from the Smithsonian Institution to develop a traveling display on the history of the roller-coaster. He has spent years crisscrossing America and Europe in search of the best ride. He says he found it outside of Pittsburgh, Pa. in Kennywood Park, where the *Thunderbolt* lurches off with a steep drop and runs through valleys and sharp turns before plunging again.

In his travels, Cartmell asks other passengers how they feel about the rides. "Most of them speak about the speed and danger," he says, "but roller-coasters are not dangerous unless you stand up. The average speed is 40 miles per hour, with a few topping 60 during the deep plunge." ●

WALLY GREEN'S ceramics turn up in the darndest places—mantels, display shelves, buffet tables, yard offices, and even in the offices of railroad presidents, reports Tom Johnson, assistant editor of *Chessie News*. Wally is the affable chief clerk at Pike Yard in Hamilton, Michigan. He is a professional ceramist and treasurer of the Midwest Ceramic Association. Some of his best works are railroad items.

"I understand one of my pieces," Wally says, "a little freight station ashtray. was bought by another railroader and sent as a gift to the president of the Southern."

Such ceramics as picturesque stations, along with glazed antique C&O and B&O locomotives, come out of his basement shop inscribed with the name "Mr. G." He calls his shop, overflowing to the ceiling with nearly-finished ceramic pieces, "the mud hut."

"It started out as a hobby to relax after a hard day at the yard," he explains. "Today I ship thousands of pieces a year to shops and customers across the nation." ●

COMMENTING on a photo in our April issue showing a horse-pulled baggage cart on a station platform beside a steam train, George Ritz (age 80), 1351 Fillmore St., Philadelphia, Pa. 19124, writes: "Three engines in the 1658-1658-1660 series, class D-14, were used on the West Jersey & Seashore. I remember seeing them on Cape May runs. That was in the days before a bridge was built across the Delaware River between Philadelphia and Camden. Ferries plied between the foot of Market Street and the Camden terminal. Each side of the river had a baggage room. Horses pulled the platform trucks across the river, on the ferry, and to a waiting train on the opposite shore. Incidentally, Mr. Editor, I met your father when he was working at the old Broad Street Station in Philadelphia 40 years ago." ●

AN OLD SCRAPBOOK left by the deceased mother of J. C. Meyers, 515 W. 28th St., Vancouver, Wash. 98660, contained this anonymous poem, "The Village Agent," which is a parody of "The Village Blacksmith' by H. W. Longfellow:

UNDER a spreading semaphore
The village depot stands.
The agent is a mighty man
With twenty pair of hands,
And the shirt sleeves of his scrawny arms
Are reefed with rubber bands.

His hair is gray; he looks as meek
And gentle as a lamb,
But when the public gets his goat
You'd think he was a ram,
And he tells us what he thinks,
For he doesn't care a damn.

Week in, week out, from morn to night
He's always on the go.
He staggers down the street with mail,
Knee deep in mud and snow,
Like Santa Claus on Christmas Eve
When the evening sun is low.

As farmers coming in with cream
And poultry crates galore
Take over the waiting room,
Litter up the floor, and squirt
Tobacco juice upon the stove,
You should hear the agent roar!

He goes on Sunday to the church,
And mingles with the blest,
Sleeps as the parson prays and shouts,
For this is his weekly rest;
And when the choir lifts its voice
He dreams it's an extra west.

Struggling with tariffs and waybills,
Onward through life he goes;
Express, 19 orders, and baggage,
Tickets, demurrage, and pros.
Too much attempted, and half of it done,
Plays hell with his night's repose.

And when at last, my worthy friend,
You can no longer stick it,
Just cut your throat, or hang yourself,
And knock at Peter's wicket,
And he'll never quiz you half as much
As a farmer buying a ticket. ●

A QUESTION that Dr. Bernard L. Albert asked about the railroad on the North Jersey shore near Leonardo is answered by Dan Heffner, RD 2, Ballard Rd., Gansevoort, N.Y. 12831: "Since I served two years aboard an LST ship that spent much time at the piers of ammunition depot Earle in Leonardo, I can tell you about it. The tracks extended maybe six miles to the storage area located inland. I believe the inland end of the line connected with the Jersey Central, the NY & Long Branch, and the old Pennsy, all joint trackage. Little trains with Baldwin switchers would bring ammo out to the piers to load on ships. I remember seeing some small GE locos also. Three tracks, side by side with the crossovers, ran out onto the piers through switches of the single-point type like those used on city streetcar lines." ●

HERE is the end of a true tale, "The Student Operator," which should have been concluded on page 7 of our July issue but was deleted without the editor's sanction to fit in an ad:

slowness, making every character as clear as a bell. The student had regained his cool and he copied the order without a break. After KJ had given his response and cleared the extra, my conductor said with a grin: "I believe the kid is going to make a good operator."

"Should be," I replied, giving myself credit for having taught him Morse. "He had a good teacher."

Years later, I learned that he was holding down the chief's desk on a Class 1 railroad.—Bill Church, MoPac conductor, 512 55th Terrace Dr., North Little Rock, Ark. 72118.

ALSO, much to the editor's surprise, printers dropped out a huge block of

type that should have followed the end of page 57 in our July issue:

Album of Western Locomotives, in '49; and *Locomotives of the Western Pacific,* 1954, and *Northwestern Pacific,* 1964, both in collabration with Fred Stindt; and *A Century of Southern Pacific Steam* Locomotives, 1966, with a second printing in 1972, the only one of the five titles still on sale.

Guy published all these books himself. "I do them on my own," he says proudly, layouts, planning, photo selections, captions, proofreading, and paste-up. Railfan Al Rose does the lithographic work, while a printing company sets the type and handles the press runs. Commercial binderies finish the books and ship them to me. I even do my own advertising and distribution. Being a rail buff, I have some idea of what the hobbyists like."

He is also a nature-lover. "It distresses me," he states, "to see scenic beauty defiled or wild animals killed. The last time I killed an animal was as an adolescent kid shooting a jackrabbit with a .22. I still shrink from the memory of seeing that poor creature in its death throes. I can't imagine why adults get fun out of hunting."

The Dunscombs have a four-bedroom home at 2502 Tremont Ave., Modesto, Calif. 95350. One room is a den and office where Guy keeps his rail staff and does his writing. Another is being made into a darkroom in which he can again do his own photo processing. It will also have a large layout table for the preparation of future books. His negatives are filed in 20 steel 3x5" drawers, with maybe 200 rare old 8x10" glass plates in specially-built boxes.

"My worst habit is over indulging in sweets," he admits . . . ●

BECAUSE of their noxious fumes, diesel locos are notoriously bad for the lungs of engine crews, but steamers also are a health hazard. This clipping from the *Medical Tribune* (Feb. 17, 1971) was sent to us by Dr. Bernard L. Albert, M.D., Scarsdale, N.Y.:

Locomotive engineers and firemen on the railroads in Argentina have a greater potential for lung cancer than other railroad employes, according to a study conducted by the Railroad Workers' Institute for Thoracic Diseases and reported by Drs. J. A. Rispoli, D. D. Torti, and Carlos Urquijo, of the Argentine Association Against Air Contamination, in Buenos Aires.

Analysis of medical records of 11,977 patients treated at the institute between 1957 and 1966 showed that 200 had lung cancer; 188 were men, of whom 157 were listed specifically by job category. The listing showed that 42 were either locomotive engineers or firemen who had direct and prolonged contact with gases from coal, wood, and oil that was burned to fire the engines.

The investigators pointed out that steam locomotives in Argentina are constructed in such fashion that engineers and firemen are in frequent contact with such gases, even though locomotive cabs are built to permit adequate ventilation. Diesel locomotives have a closed cab with ventilation provided by air extractors. Owing to faulty design, however, no less than 40 percent of the diesel cabs were found to be infiltrated by gases from the engine. ●

MEMORIES of boomer telegraph operator George Gale, now retired, 2527 Buker St., Olympia, Wash. 98501, come dribbling in. George has worked on many railroads, including some in the Canadian North. Like another boomer, "Haywire Mac," he even railroaded in Africa. Here is one of his African episodes:

"One hot afternoon," he writes, "I went out into the bush hunting rabbits with two native boys. The weather became so unbearable that we decided to go back to the depot and section house. As we did so, a big bull water buffalo followed us! He must have been mad, for he twisted his tail and came on at a fast trot, bellowing.

"Terrified, we ran for shelter to Old Man Rock, on a steep hillside. The rock's lower end jutted out some 12 feet above. By placing our hands and toes in notches and crevices and boosting one another, we negotiated its face. There we sat in fear and trembling. Just below us, the powerful beast kept pawing the earth and bellowing. At length he figured out a way to get at us. By running up a gradual slope, he began to mount the upper end of Old Man Rock. But before he could reach us, we managed to back down, leaving the water buffalo on top.

"The beast had sense enough to realize that by jumping off that rock some 12 feet, with a steep slide below, he would have to leap some 30 feet to get down, which was quite a stunt. Fortunately for us, by the time he reached bottom, he was so hot and thirsty that he headed straight for the river instead of attacking. We ran like hell back to the depot and section house. Apparently the brute had so much fun wallowing in the muddy water that he forgot all about us. If it hadn't been for that river I would never have lived to write this letter many years later." ●

A STEAM ENTHUSIAST sends us the following from Boston & Maine sources: On Dec. 1, 1901, the first engine in New England equipped to burn oil was assigned for freight service through the Hoosac Tunnel on an experimental basis. She was a compound Consolidation type numbered 1075. A picture of a B&M Mallet, not

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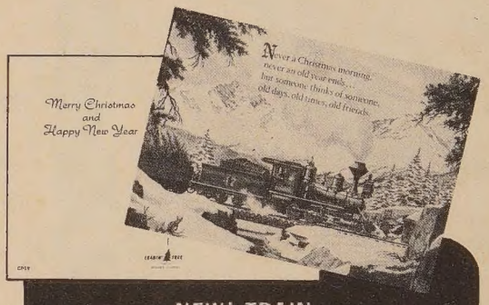

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Spring is in the air as southwest-bound Detroit, Toledo & Ironton freight approaches unique whistle post at Petersburg, Mich., on a May day in 1974.
John Uckley, 414 W. 4th St., Monroe, Mich. 48161

clear, appears to show a 2-8-8-2, numbered 800; no location in given.

In 1910 the road bought four Mallets for operation through the tunnel to eliminate the smoke nuisance. These were oilburners; no numbers are available. A photo of No. 1291, a 2-6-6-2, has the notation that later she was renumbered 3000. Another shot shows 2-6-6-2 No. 3002. From this it appears that the engines first had the lower numbers. Electrification of the tunnel was started Oct. 20, 1910. When it was completed the Mallets were sold to Maine Central, then converted to coal and renumbered 1201 through 1204. ●

The Lonesome Whistle

HOW many a lad long ago heard the cry of a lone steam whistle on the night air and vowed to answer it at the first opportunity! "I, too, heard the call and vowed to answer, but I was born too late," laments Harold G. Whitaker, 135 S. Highland Ave., Winter Garden, Wis. 32787. "By the time I was eight, the Louisville & Nashville's mighty fleet of M-1, J-4, J-S, and J-2A engines that I loved so well were running only in memory.

"What young man who thrilled to the aura of a working steam locomotive didn't have some special hideaway or favorite spot to steal away to, where the wail of the whistle and thunder of exhausts never died? I remember such a sacred spot on the right-of-way.

"Yours may have been the platforms of a cavernous station, a highway overpass above a busy rail yard, a rustic depot, or perhaps a vine-covered bank or cut overlooking the mainline where you could nestle unnoticed in the shade of a black walnut, mountain laurel, and wild blackberries to await the rush of the Great Machine.

"My own favorite place to thrill to the noisy exhaust, slipping drivers, and pungent coal smoke was on the front porch railing of the old Baxter Grocery deep in Kentucky's eternal hills. Hard by my observation post lay the double-tracked right-of-way of the Cumberland Valley Division. Over the old CV endless drags of Harlan County coal first rumbled to begin their long journey to the Great Lakes, U.S. Steel, and into the homes of millions. In the broad Cumberland Valley echoes of hard-working locomotives never ceased; the smoke never faded.

"To the warm and vivid memory of ol' 1954 thundering out of Loyall with a Norton-bound manifest, to the sharp blasts from her stack echoing up and down the valley, to her great column of smoke towering into and blotting out the sky, her ear-splitting whistle's squall, the skill of the late George Cannon in maintaining her footing, and to all

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among us who loved such an inspiring show as man will never see the likes of again, I have dedicated my poem, "Memory's Railroad," as follows.

OFT in revered memory of that great bygone day
I recall a sacred spot there by the right-of-way
Where columns of smoke rose and faded in the sky
As I watched in wonderment the steam machines roll by.

Thundering exhausts, singing rods, and a ringing bell,
Silenced in the name of Progress, yet in my memory dwell.
There, too, is found the vanished voice of a wailing whistle's chime,
Proudly telling all the world she's rolling through on time.

A doubleheader freight drag is etched forever there,
With its coarse steam whistle bawling sharply on the air;
Puffing on through memory with stack so tall and straight,
An aging mill on low drivers singing still hauls the local freight.

Like a sentinel posted, 'twas my duty to watch them all pass,
And I cared not as to their right, direction, or class,
For to sit on the cab's right-hand side was my happy dream,
To join the honored ranks of those who ran the god of steam.

But alas, the end was drawing near—my dream could never be,
Though a lad so young could not the torch's cruel cut foresee.
So when steam's final whistle a long last farewell bade,
Through tears I watched my dream, like the lingering smoke, fade.

Oft in hallowed memory of that great bygone day,
I recall a sacred spot there by the right-of-way
Where I once could hear a whistle's scream
And look down those shining rails to see a headlight's gleam! ●

Personality Parade

RUTH A. WOOD, 531 Park Ave., Salida, Colo. 81201, appears in print for the first time anywhere with a railroad boarding-house article on page 20. Her husband, Roy Wood, was a Denver & Rio Grande Western machinist 46 years, retiring last fall.

RONALD BIGGS, 48, who broke out of a British prison while serving a 30-year term for a gigantic train robbery, was caught in Brazil. A Brazilian court ordered him deported but to some undisclosed country from which he could not be sent back to Britain. Biggs is appealing the decision. After his escape, he had fled to Australia. Then, four years ago, he secretly entered Brazil on a forged passport, impregnated his Brazilian mistress, and agreed to support his future baby. A law forbids the expulsion of a foreigner supporting a Brazilian-born offspring.

WHILE visiting Oxford, Wis., the other day, Robert F. Yahnke and his wife, Yvonne, spotted a decrepit wooden-bodied passenger coach, vintage of about 1890, in a field. Beneath thick rust, they made out the words "Sault Sainte," part of the name Minneapolis, St. Paul & Sault Sainte Marie (Soo Line). Inside they found window pulls and catches, ventilator hoods, door equipment, and other railroad hardware. The owner said they could strip the car, because he was going to destroy

Yvonne Yahnke, with crowbar, at Oxford, Wis., June 21, 1974, busily at work removing window frame from old coach. Natch, she had the owner's permission.

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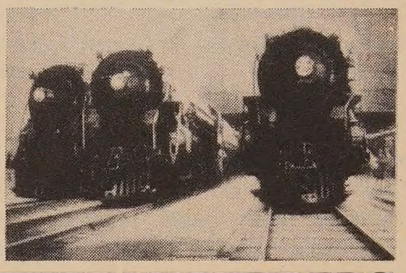

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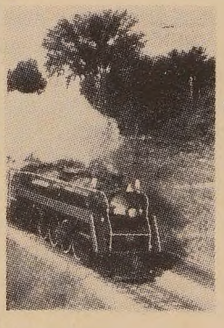

New!

A picture essay with written history of CNR's "new" excursion steam engine 6060.

Book has 40 pages, soft cover with wrap around full color photo, 6"x9" format. Photos include 6060 when new in 1944, rebuilding underway in CNR shops.

Renaissance 6060 - $1.75

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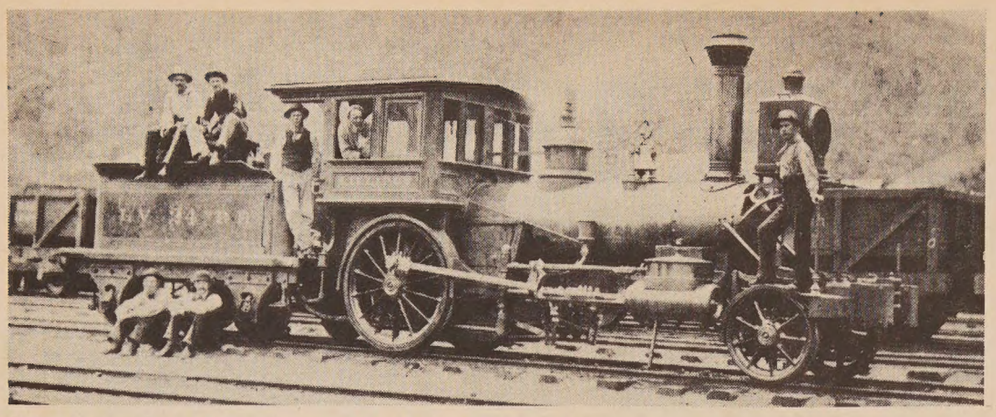

Who knows anything about this old Lehigh Valley engine No. 36, named *Lilliput?*
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

it anyhow. So they gouged out and took home the old hardware for Bob's collection of railroadiana. Scraping away the faded paint revealed floral designs—the coach must have been ornate in its palmy days. Bob's photo of Yvonne with a crowbar working on the car was made with a new Pentax automatic. The Yahnkes live at 1305 N. Sherman Ave., Madison, Wis. 53704.

RESPONDING to a suggestion that readers compile a list of camping grounds located near railroad rights-of-way, Jerry Webb, Box 191, Prineville, Ore., writes: "Here in Oregon the Union Pacific passes a state camping and picnic park at Viente in the Columbia River Gorge, about 52 miles east of Portland. Farther east, it passes within a few yards of Memaloose State Park, a scene of overnight camping, 10 miles west of The Dalles; and on the Oregon-Idaho border formed by the Snake River is Fairwell Pend State Park, just across the river from which is the UP mainline in Idaho. All these are on Interstate Highway 80-N in Oregon."

SEN. WILLIAM PROXMIRE of Wisconsin is calling for abolition of the ICC. Echoing conservative criticism, the maverick Democrat charges: "Instead of regulating transportation to avoid monopoly and increased prices, the ICC has established monopolies, reduced competition, and ordered high and uneconomic rates to cover the costs of inefficient producers. There is now enough natural competition between rail, road, truck and barge trasportation that the agency should fold up."

LAST WINTER, when a Canadian National train, Extra 1045 North out of Kindersley, Sask., became snowbound in a blizzard on the Conquest subdivision, its crew members were given traditional Western hospitality by farmers living near MacRorie. The conductor, engineer, and two trainmen—Morley Hyland, Ivan Fedasoff, Peter Telfer, and Brian Matheson respectively—were invited into the homes of Arnold and Mel Harilstad and treated like members of the family during the 48 hours the train was stalled. Other neighbors assisted, using their snowmobile to carry the crew to and from the train. Weeks later, conductor Hyland, accompanied by two brass collars, revisited the area and presented a CN check to each of the families involved.

SOUTH BUFFALO RAILROAD CO. was charged with negligence leading to the death of Craig Denz in a $200,000 suit filed in a Federal court by his mother, Mrs. Oleta M. Denz of Hamburg, N.Y. Evidence shows he was crushed by train cars that should have been coupled. Craig, 25, had been assigned to a job other than his usual work as conductor on the night of the tragedy because the company was understaffed.

"I AM interested in girls, but not rail-girl pictures, because they distract from railroad subjects," writes Paul Tedeschi (age 15), 31 Princeton Dr., Murray Hill, N.J. 07974. ●

Our Monthly Newscast

CONSTRUCTION of the 2½-mile Archer Avenue subway in the Jamaica borough of New York City, for which a Federal grant of $5.1 million has been authorized, began in 1972 and is expected to be completed by 1980. It will replace an elevated portion of the line through Jamaica's main business district. Transfer access will be provided to the Long Island Rail Road. The "el" will be coming down this fall as part of the revitalization of Jamaica which has become quite slummy.

ALTHOUGH the New York Central's first predecessor, the NY & Harlem, is nominally part of the Penn Central system, its company is still independent and regularly pays semi-annual dividends of $2.50 to its stockholders for each share of stock. Penn Central rents its right-of-way.

IT IS GOOD to know that some railroads are doing very well financially. The Chessie System, the first road to issue results for the June quarter and the first half of this year, reports record revenues and earnings for both periods. Parents to the C&O, B&O, and Western Maryland, the company attributes its higher returns to increased coal revenue —one bright side of the oil shortage.

SANTA FE has ordered 1,000 new 100-ton covered hoppers, costing over $20 million. When delivered early next year, it will own nearly 17,000 covered hoppers of all sizes, including about 13,000 jumbos, for shipments of grain, potash, and other bulk commodities. Pullman Standard is building 600 of the newest cars at Butler, Pa., while ACF Industries is producing the rest at Huntington, W. Va.

SOUTHERN'S new $1.5 million automobile-handling terminal at New Orleans was opened July 2 with the arrival of 18 General Motors autos from Lansing, Mich., in Southern's revolutionary new "Autoguard" freight car. This terminal has a staging area capacity of over 1,000 standard-size automobiles. It covers 14½ acres, with 5½ more acres available if expansion is needed. The Autoguard car was designed to reduce damage from theft and vandalism during transit. It has three pin-pointed modules riding on single-axle trucks. Standard, tri-level, automobile rack-type cars have a capacity of only 12 automobiles; the Autoguard carries 18.

THE MILWAUKEE ROAD is now offering grain shippers in Iowa and Minnesota a new service. It involves 20-car trains of 100-ton covered hopper cars. Referred to as mini-unit grain trains, they are manned by three-man crews and make relatively short shuttle runs between grain-producing centers and barge-loading facilities on the Mississippi River.

THE ICC has ordered most of the nation's major railroads to show cause why they should not be required to bolster their inadequate freight-car fleet by acquiring nearly 70,000 new cars and, at the same time, restoring some 18,000 cars currently idle for repairs. The Commission wants both actions completed over a two-year period from the time a final order is issued.

UNION PACIFIC'S current track maintenance program calls for an outlay of $90 million. Due for replacement are 275 miles of mainline steeel with quarter-mile strings of new 133-pound continuous welded rail. The latter will be laid in 45 miles of main-

A couple of North Platte residents try out the newly installed Union Pacific Visitor's Center at the Bailey yards, where a 10-minute automatic tape recording explains the functions of the yards and diesel shop in relation to the numbered photos displayed overhead. This great area is considered one of the world's largest automated railroad freight train classification centers.
Jim Seacrest, 2101 Birchwood Rd., North Platt, Neb. 69101

line curves. In addition, 180 miles of branch lines and 20 miles of sidetracks will be relaid with second-hand 131- and 133-pound rail, while 850,000 ties will be replaced.

CANADIAN NATIONAL has again won the Golden Spike Award for public safety activities for 1973 from the National Safety Council in Chicago. The system has won this award each year since 1957. It is based on CN's efforts to acquaint the public, especially school children, with the hazards of grade crossings and trespassing on rights-of-way.

WHAT used to be a Chessie System yard office at Cumberland, Md., is now a Data Center. Yard and agency personnel joined forces, with new machinery, are performing a sophisticated operation. It involves the movement of trains and cars in and through the terminal and the gathering and reporting of accurate billing data on merchandise traffic and coal shipments being classified, originated, or terminated there. The Data Center has been in use since May 1.

TO ACCOMMODATE high and wide freight cars, Union Pacific will invest over $6 million to enlarge its Aspen Tunnel in the Wasatch Mts. 15 miles east of Evanston, Wyoming. Oversize loads are now routed through nearby Altamont Tunnel.

REGARDING your note on movie theaters, Copenhagen Union Station has one. So have Munich, Duisburg, and Cologne, Germany, reports Stepsen C. Parsons, River Bend Farm, Lyme, N.H.

THE RECENT May-June *L&N Magazine* was its 578th and final issue. That great publication began in March 1925 and through the years has been enriched with many fine historical articles, some of which we clipped for our own files. Also some mighty good pictures and full-color covers. Its successor will be called *Family Lines*, the L&N being a member of the Family Lines group. But we miss the old *L&N Magazine*. Two men on its editorial staff are among our *Interesting Railfans*.

A NEWLY-built 100-ton gondola rolled off the Norfolk & Western's assembly line in its east end shops at Roanoke, Va., the other day close behind the last of 1,000 covered hopper cars to be completed. It marked the first time without a delay of several days in shifting production from one type of railroad car to a different model. Hitherto, the assembly line had to be shut down for changing of dies, jigs, etc.

LOUISVILLE & NASHVILLE will have a new automatic freight car classification system in a 49-track yard to be installed at Strawberry Yard in Louisville, Ky., and has asked Union Switch & Signal Division of WABCO to design and manufacture it. Included will be electro-pneumatic car retarders and switch machines, automatic routing and retarder speed control, dual digital computers, control and monitoring panels, etc. We wonder how an oldtime boomer switchman of the link-and-pin days would feel if he could come back to life and go to work in such a yard. "Haywire Mac" McClintock, for example. How would he feel?

On Rail Lines Overseas

NO LONGER does a sad-faced monkey in a red jacket hold a tin cup and munch peanuts while chained to the motorman's seat of the midget train that glides around a loop in Tokyo's Ueno Zoo. Animal lovers demanded adherence to Japan's new law against cruelty to animals. So zoo officials released the poor creature into their spacious monkey farm, where it is undoubtedly much happier.

PARAMOUNT PICTURES will distribute Sidney Lumet's film version of Agatha Christie's crime classic, "Murder on the *Orient Express*" in the U.S., Canada and Japan. Albert Finney portrays Hercule Poirot, celebrated Belgian detective, who becomes unexpectedly involved in a murder investigation on the three-day train journey of the *Orient Express* from Istanbul to Calais. That train was internationally famous.

THE FRENCH steamship line is offering something new: a first-class boat-train ride between Le Havre and Cologne in conjunction with the transatlantic sailing schedule of its luxury liner, the *France*. This train operates with each arrival and departure of the ship. Reservations for it must be made at least two weeks in advance.

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- JIM ADAMS -
2405 W. McNICHOLS DETROIT, MI. 48221

"UNTIL we took the train from Paris to Lyons a few months ago," Craig Claiborne writes in *The New York Times*, "we had forgotten that dining on a train could be pleasure. Our greatest frames of reference had previously been a cafeteria-type disaster on an Amtrak train between Boston and New York; a ham-and-cheese special between New York and Philadelphia, and a bag of peanuts on the Long Island en route from Jamaica to East Hampton.

On the Paris-Lyons express we found ourselves speeding along at 100 and more kilometers per hour in immaculate, bright, and airy surroundings. The table was done up in dazzling napery, the silver was polished, and the menu light-years removed from anything we had ever before encountered. It included a first course of *soupe des pecheurs* (fish soup) or *quenelles de brochet Dieppoise* (poached forcemeat of fish with a white wine and seafood sauce). We chose the soup and found it uncommonly good, although a trifle salty. We proceeded to roast guinea hen (there had been a choice of the guinea hen or beef lamb kidney *en brochette*), admirably cooked and a fantastic Brazilian *bombe* with candy coffee beans and whipped cream."

(*Ed. note:* The foregoing reminds us of the late Lucius Beebe discoursing on U.S. dining-car service in its palmy days.)

"HONG KONG'S public transportation is excellent and provides inexpensive sightseeing," Charles N. Barnard writes in *Physician's World*. "For example, the Peak tram offers an exciting and at times nearly perpendicular ride to the 1,300-foot summit of Victoria Peak for only twelve cents. At night the view from the Ptak Tower Restaurant can be one of the most spectacular panoramas in the world—all of Hong Kong spread out like a lovely jeweled tapestry below.

"Another interesting ride is afforded by the double-decker trolley line which runs from West Point to Shaukiwan on Hong Kong Island, about seven miles through some of the most colorful neighborhoods that face the harbor. Take a seat upstairs, allow a couple of hours and have your four-cent fare and farmlands of the New Territories.

"Many of your fellow passengers will be Chinese wearing black pajamas, some perhaps carrying baskets of live ducks or great hampers of fresh green vegetables to market. The train passes through Shatin, a market town famous for its fish and pigeon restaurants, along the shores of Tolo Harbor, busy with junks and sampans, and to Sheung Shui, where you must get off (beyond is Red China) and wait a bit for the return train. The ride takes about an hour, and the fare is 50¢ each way. No guide is necessary; bring a map and a camera."

MAY 6th was momentous in Great Britain. On that day through electric service began between London and Glasgow, reports D. J. Flood, 8 Frost St., Edge Hill, Liverpool L7 OEL, England. Previously, the line had been electrified between London and just north of Crewe. This culminates 2½ years of non-stop work. What it means in terms of train timings is seen in the fact that the *Royal Scot*, running in either direction, now takes only about 300 minutes to go 401½ miles. Forty-five years ago it took 8½ hours!

Queen Elizabeth and Prince Philip rode in the driving cab of a class 87 locomotive, specially designed for that ride, on part of the inaugural run. Both were much impressed. The whole railway has been virtually rebuilt between Crewe and Glasgow, and the famous summits of Shep and Beattock reduced to ordinary hills. The class 87, at 5200 hp,is Britain's most powerful loco. They are titled "Electric Scots"; 37 of them will be built. To coincide with the opening, British Rail has introduced, for the first time ever, an all-line timetable of well over 1,000 pages, selling at the bargain price of 50 pence.

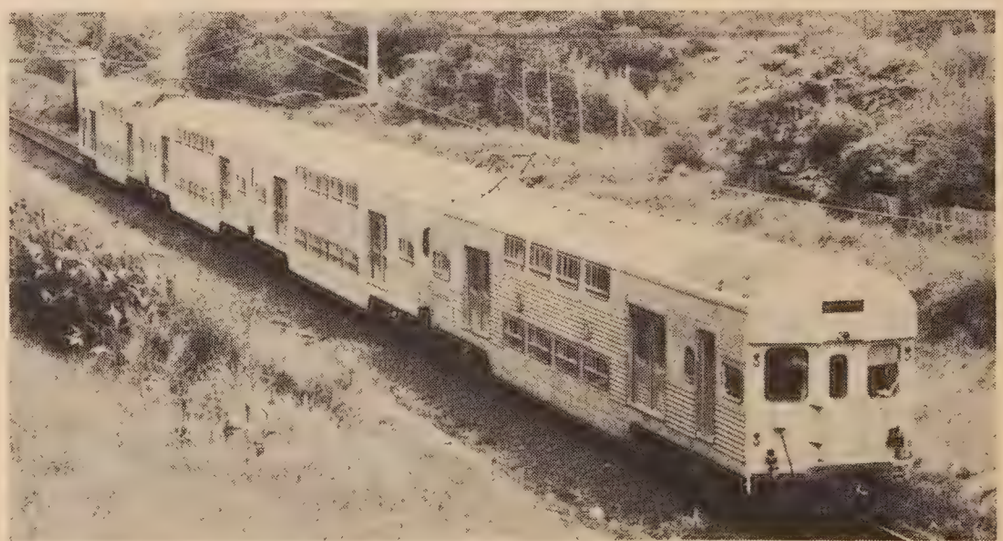
Hand-Fired Coalburners

BACK in January of 1926 I walked into the Canadian Pacific roundhouse at Nelson, B.C., and asked the locomotive foreman if he needed any wipers. As it happened, he did. After writing down my name and other information, he told me to report at midnight for the graveyard shift. I did so, and thus started railroading. I stayed with the CPR for four years—until the Depression forced me to find other work. Those years were just about the most interesting and exciting years of my whole life! That first shift at the Nelson roundhouse and my introduction to the process of getting locomotives ready for the road gave me a keen desire to become an engineer.

There were just two wipers on the night shift, as usually only three or four engines had to be fired up for service. The roundhouse was small, about a dozen stalls. I had plenty of time to talk with my partner, Fred, a friendly chap, who showed me what to do. Around three a.m., after finishing the job of getting fires started and greasing big ends and side rods, we'd sit up in the cab of one of the coal-burners and spend relaxed hours in conversation. Fred was a prospector on his off days. His stories of panning for gold fascinated me and he showed me several nuggets he had found.

To get steam up on a dead engine was simply a matter of lining the grates in the firebox with coal, then adding about half a dozen slabs of wood, which we brought in from the stack outside and tossed on top the coal. The next step was to sprinkle oil over it all and toss in lighted waste. If the engine wasn't needed till 7 or 8 a.m., we'd leave the fire to burn slowly. But sometimes she'd be required during the night, so we'd use the shop steam blower to speed things up. At 6 a.m. Harry, the day hostler, came on his shift. No hostler was on duty during the night. On the rare occasions when an engine went out at night the hogger had to be his own hostler. Harry would greet us happily.

"Well, boys," he'd say, "I hope you had a good sleep last night. Now, let's get to work!"



Four of new 16 double-deck stainless steel m.u. interurban cars recently put on the 50-mile Gosford-Sydney, Australia, run; 106 more are on order. The 4-car train is shown leaving Miranda on the Cronulla branch line for Sydney.
David R. Keenan, P.O. Box 9, Sans Souci, N.S.W., Australia 2219

Canadian Pacific oil-lamp Eight-wheeler hauling old combo eases over trestle.

Actually, some nights when it was quiet, we'd settle ourselves on the cab seats and get a few hours of shut-eye. Those hand-fired coalburners could be mighty cozy on a cold winter night. Usually the job of coaling up and taking on water, plus leaving the engine cabs neat and clean, was finished by 7:30 a.m. Then we'd head back into the shops for some hot coffee and a yarn or two.

In due time I became a fireman. All locomotives on the Canadian Pacific's Kettle Valley line in those days were hand-fired coalburners. And with many two percent grades in that part of British Columbia, a fireman needed a strong back to wield a scoop for ten to twelve hours on a trip between divisional points. Although a lot depended on his skill in firing those hand-bombers, it could take anywhere between ten and fifteen tons of coal for such trips. Of course, a free steamer would consume a lot less than a poor steamer. Also, as a fireman climbed into the engine cab he was concerned over the amount of tonnage being hauled and the grade of coal in the tender. If the coal was high grade, the run would probably be easy, but if it was slack he knew he was in for a tough trip, as any oldtime fireman will tell you.

One day in the winter of 1926-'27, I caught a snowplowing run from Nelson to Grand Forks. Our engine, one of the 3400 series, was badly in need of flue caulking at the head end of the firebox. And to make matters worse, our tender was loaded with the worst kind of slack imaginable. It had snowed heavily the previous night and we had orders to clear out all sidings, in addition to the main line. Ordinarily, the big wedge plow ahead of our engine, plus a caboose at the rear, was no problem for one of those 3400's. But with slack coal making it impossible to keep up a full head of steam, our progress was slow.

The hogger was a man I'd never been out with before. He hadn't been in a very good frame of mind that day, and the lack of steam pressure put him in an ugly mood. Although he could see I was having trouble with that slack, he kept up a steady tirade regarding my ability as a fireman.

At length I dropped the scoop and told him: ' If you think you could do any better, go right ahead."

Well, deciding to show me up, I guess, he got down from his seat and in a grouchy voice ordered me to take the throttle while he demonstrated how to fire a hand-bomber. Watching his futile efforts to bring the steam pressure up more than paid me for having to listen to his griping. After a few miles he gave up, handed me the scoop, and damned the purchasing agents who'd accepted such a poor grade of coal.

I felt better after seeing an experienced hogger having to back down. That snowplowing trip was one of the toughest runs I ever made on that tough division, but we finally arrived at Grand Forks, where we laid over for the night.

The following morning we headed back to Nelson with a freight drag and as the tender of the 3400 had meanwhile received some high-grade coal, I had no trouble keeping up steam. The hogger had gotten over his bad mood of the previous day and proved quite affable on the return journey. Later, I made several more trips with him and found him to be a friendly type.

Actually, all hoggers running out of Nelson were fine men and a pleasure to work with. One fellow, Scott Simmonds, was close to retirement. He held a steady passenger run that I caught a few times as a relief man. Old "Scotty" wasn't in the best of health and found it difficult to hoist the Johnson bar over. Whenever this had to be done he'd call me over to do it for him. I always enjoyed runs with him, not that he said much during a trip but his expert handling of throttle and valves made firing that much easier. When you fired for Scotty you knew that your fire was never in danger of being pulled apart by reckless running.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada V8W 1N9.

Railroadiana soon to be made available from Penn Central. Cindy Saunders, of the railroad's Safety Department, with a few items to be shown in PC's 1974 railroad collectors catalog. She is holding a mounted replica of the badge plate, engine number, and photo of a Pennsy K4s. Above it hangs a New York Central number plate. Among the other items are a replica of a station sign, an old caboose oil lamp, and models. Details from Penn Central Souvenirs, Six Penn Center Plaza, Phila., Pa.

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PHOTOGRAPHS OF THE MONTH

Paced by a UP special agent's car, cross-country *Overland Mail* leaves North Platte in March '74. Business car at rear.
Photograph by Jim Seacrest

Incan Ships Limited

Special rail car barge, *Incan Superior*, is key to new service between Thunder Bay, Ont., and Superior, Wis., cutting 80% from usual time for moving rail traffic, during ice-free months, to interconnecting lines serving the Midwest. The ship's deck has five tracks for holding twenty-six 50-foot boxcars, or thirty 40-foot cars.

George Hatcher acts as traffic lookout for his brother Ed as Clinchfield Railroad The Family Lines' One-spot eases across Main St., Kingsport, Tenn. Hoghead Ed and fireman George are regular crew on engine's excursion trips. They are in process of turning No. 1 for a return run to Elkhorn City, Ky., on spring day in April '74.

Marvin Harris, Kingsport, Tenn.

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Sierra Railroad train headed by Nos. 42 and 44 running eastbound from Oakdale near Keystone, Calif., on May 3, 1974.

MOVING A STEAM LOCOMOTIVE

Photos by Vern Jetley, Bureau of Reclamation, U.S. Department of the Interior

"All aboard!", only this time instead of being on head end, ex-D&RGW 278 gives heed to the command as she rolls on the slim-gage rails onto a semi-truck of the Bureau of Reclamation. She will again see the top of Cerro Summit without spinning a driver and with a cold firebox and empty boiler. Maybe the cab will carry a phantom crew to direct things.

"Could have done better under my own power," thinks the little 2-8-0 as she tops Cerro Summit on U.S. 50, east of Montrose, Colo. This is her first trip to that point without a full head of steam, and it is all so embarrassing. The once heavily used right-of-way, scene of smoke and echoing whistles, is well to left of water conduit.

Old 278 is back on original rails and trestle across Cimarron Creek, famed in the long ago on the heavy grade when she worked her way out of the Black Canyon of the Gunnison. Visitors to the Bureau of Reclamation Morrow Point dam and power plant will pass this scene of bygone western Colorado railroading—last D&RG slim-gage trestle left in this locale.

On June 3rd, railfans and other local residents loosely classified as Friends of the Kingston (R.I.) Railroad Station began working daily between 8 a.m. and 8 p.m. to restore this handsome old depot. Built in 1875, it had fallen into disrepair. After two years of negotiation the group obtained permission to renovate the building. Amtrak provided the paint and tools, and a fire truck was pressed into service, while Amtrak and Penn Central personnel were on hand to supervise the project. The structure has been repainted Newport blue with white trim. Lt. Jay Potter, USN, Almy Court, Apt. 2, Newport, R.I. 02840

Saucy hobo is Renne Jarrett, NBC television star, on LV track near Lincoln Park, N.J. This is a technical violation of safety rule, although it's Sunday and no trains operate on that branch on Sunday.
Paul J. Stephanus, 812 Walnut St., Montclair, N.J. 07042

Finishing touches on his painting of the NYO&W train, the *Mountaineer*, with engine 405, are being put by Manville B. Wakefield, chairman of Division of Commercial Art at Sullivan County, N.Y., Community College, for use in mural.

Fred Vogel, 310 W. 56th St., New York, N.Y. 10019

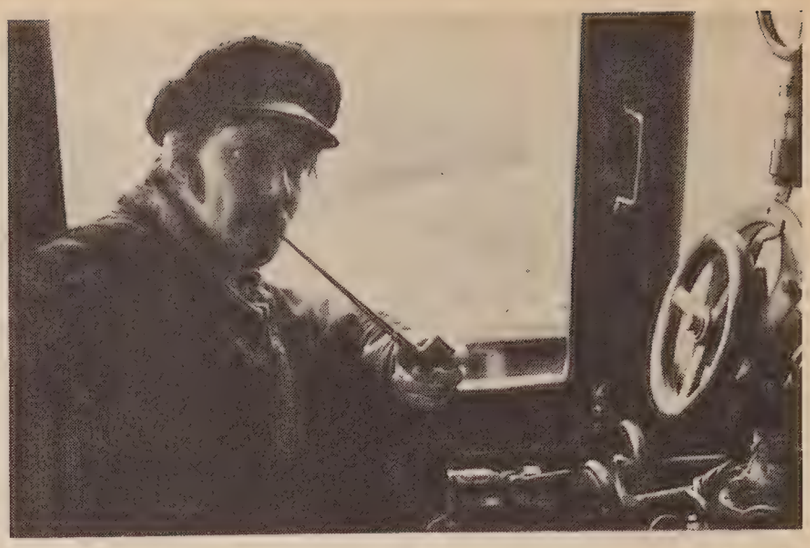
June 23, 1974, was a milestone in the annals of the railroad women's movement, being the date of the fall of the strongest tradition of all, an all-female locomotive crew. The pioneers are Elizabeth Cornelissen, age 27, of Milton, N.J., engineer on Whippany-Toonerville engine 148 (picture at top), and her fireman, Barbara Berkemeyer, 25, of Bloomingdale, N.J. Elizabeth is proud of her descent from a three-generation railroad family. She was raised in Wanaque, N.J., adjoining Erie yards. Barbara caught the rail bug after her marriage. The Morristown & Erie owns this tourist line.

STEAM
LOCOMOTIVE MEN WORKING AT ENGINE TERMINAL RHEINE, GERMANY

Photos by Madeleine de Sinety

5 Boulevard Edgar Quinet, Paris 14c, France

CAPTIONS BY DAN BEHRMAN



Fireman on an oilburning 2-10-0 has plenty of time to play the part of an aristocrat with long-stemmed pipe before work begins.

German mechanic opens a smokebox door of 2-10-0 before getting onto a repair job inside the Rheine roundhouse. Early this year Rheine was still home to seventy-three steamers, all oilburners, along with fourteen coal-fired engines rushed in when Arabian oil flow was temporarily halted. This roundhouse is no lonely place.

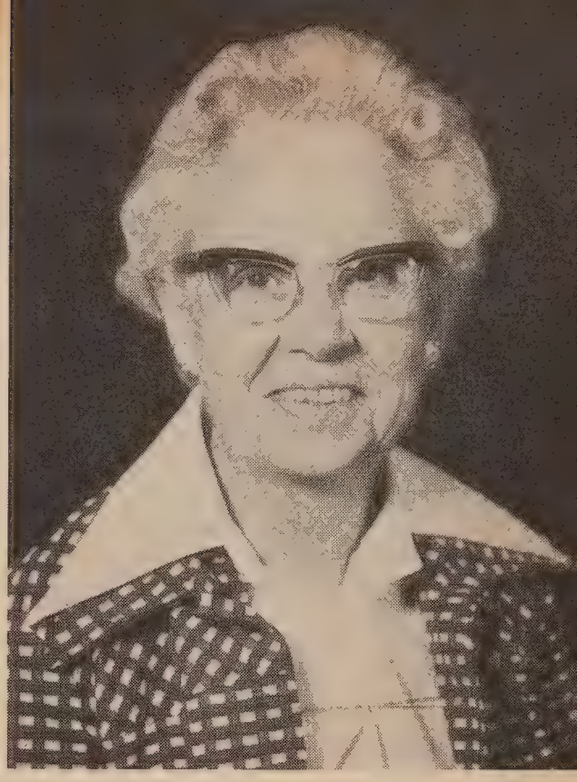
Like a ghostly figure, a hostler hustles in front of a 2-10-0 standing over the pit where her fire will be cleaned before she is put away for the night. These locos have just come in after hauling heavy drags of iron ore from Emden.

Miner digging coal? Not at all. You see a roundhouse mechanic laying bricks to rebuild the arch of a locomotive firebox. Madeleine was right there, seeking realism and appropriately clad in dungarees. She shot this most unusual picture by flashlight. Firebox belonged to one of the many 2-10-0's serviced at Rheine. When mechanic finishes with one engine he moves on to another in need of repairs. While this loco is an oilburner his next assignment might be a coal-fired job.

Meals at All Hours

by RUTH A. WOOD

THE AUTHOR REMEMBERS HELPING TO RUN A RAILROAD BOARDING-HOUSE AT THE FOOT OF MARSHALL PASS IN THE DAYS OF STEAM POWER



Ruth as she looks today, the wife of a D&RGW machinist who retired in 1973.

IT'S BEEN twenty years since the whistle of a locomotive was heard in Sargents, a Colorado town at the foot of Marshall Pass, about midway between Gunnison and Salida. The narrow-gage track has been torn up, the asphalt highway bypasses the town, and most of the houses are vacant. Unused, some of the old Denver & Rio Grande Western buildings are still standing, their windows staring out vacantly at the former roadbed. The boarding-house, too, remains, drab and empty now. And lonesome.

But it wasn't lonesome when we lived there; it was full of lively talk, laughter, and the wholesome smell of home-cooked food. I shall always remember the thrill I felt, at age ten, when we first moved into it, about fifty years ago. Our new home wasn't much to look at. Long and narrow, with a kitchen, dining-room, and two bedrooms. Railroad property, painted the same mustard yellow as the section house, the once-dripping wooden water tank, and the low rambling depot. It sat parallel to the shining rails—so close, in fact, that not long after our washing was hung out on the clothesline to dry it usually became streaked gray from the smoke and cinders. We had no lawn, just a carpet of cinders on three sides of the house. But on the fourth side the ground sloped away into a green meadow with the sparkling water of Tomichi Creek running through. A coal shed adjoined the house at one end, near the kitchen door, and behind it the wood-pile. Many a young man, down on his luck, would ride into town on a "side-door Pullman" and knock on our back door, asking for some work to do to earn a meal. And none were ever turned away hungry. We managed to get quite a bit of wood chopped that way.

My father worked at a timber camp up in the mountains, the Rockies, and often was gone from home for weeks. Times were hard; money was scarce. The railroad had been looking for someone to run their boarding-house, someone who'd agree to feed the train crews every time a train went through town, day or night. In return for this, they offered us the house practically rent-free. My mother was an excellent cook. She'd had some restaurant experience and decided this was the time to try it on her own. And she had four daughters to help her.

Jean and I were the youngest. We waited tables and served food at the counter when we could scarcely see over the top of it. Jean was blonde, blue-eyed, slim, and wiry. Although she was two years older than I, we were about the same size and looked very much alike, except that my hair and eyes were brown. We both wore our hair cut short, with bangs. Next came Grace, whose long, dark hair was usually wrapped in braids around her head. Quiet and thoughtful, she liked to work in the kitchen rather than the dining-room. Although Grace was only fourteen, she helped a lot in preparing the meals. Ellen was the oldest. Eighteen. A brunette with a gay, infectious laugh. She cooked, waited tables, and kidded the railroad men.

Mother was in her forties then, with medium build, expressive brown eyes, and prematurely gray hair. She managed that boarding-house for three

The author helped to serve many a meal at this elderly and now deserted boarding-house at Sargents.

Ruth A. Wood, 531 Park Ave., Salida, Colo. 81201

Narrow-gage D&RGW No. 490 hauling empty stock cars, with helper, up the east side of Marshall Pass en route to Gunnison. Mount Ouray looms in background.

years, doing all the buying and planning and most of the cooking. The house had bare wooden floors, no electricity, no telephone, and no bathroom. Our only modern convenience was a big sink in the kitchen, with water piped in from the same tank that supplied the steam locomotives. Cooking was done on a huge coal stove connected to a hot water tank. For hot water we were very thankful. There were mountains of dishes to wash, and we all took our turn. Jean and I were up to our elbows in that big sink for hours that seemed endless.

THE TOWN had a schoolhouse, a post office, one general store, a rooming-house or two, a garage, and a pool hall. Most of the residents were families of men working for the D&RGW or the Trinchera Timber Company. Relatively few of the road crew men had homes in Sargents, but those who worked on maintenance of tracks and equipment lived there the year around. There were just two passenger trains daily, one going each way, and a dozen or more freights. Roads in the area were unpaved then—practically nothing was hauled by truck. Just about everything moved by rail.

Train after train rumbled eastward loaded with coal from Ohio City and Baldwin and the famous anthracite from Crested Butte. There were also lead and silver ore from the mines at Whitepine—ore hauled down to Sargents in high wagons pulled by six-horse teams! Stock trains were loaded with bawling cattle and sheep from the rich valleys of the Gunnison River and its tributaries. In summer, carloads of lettuce from ranches around Sargents rolled to market over the Rio Grande

Eastbound freights had to be cut in half at our town before climbing Marshall Pass. Railroaders called it "doubling the hill." And even with only half the train, two helper engines were added at Sargents to the pair that had pulled the train the forty miles from Gunnison. The helpers were coupled to the rear end and cut off at the top of the pass, reversed on the turntable, and sent back to Sargents. The hoggers and tallowpots manning the helpers, along with the trainmen needed for the second half of each train, made up the "hill crews." Some of these men had small cabins at Sargents in which they could sleep during their rest hours, and they boarded with us. I can assure you that they had plenty to eat: fresh vegetables, home-baked bread, meat, apple pie, coffee. . . .

It soon became apparent that getting up nights—sometimes two or three times the same night—to fix meals for these hungry, tired, soot-streaked men, was the hardest part of our job. The noise of brakemen thumping on the door to wake us up mingled with the bumping and screeching sounds of cars being switched and the soft "breathing" of air pumps as the engines took on water.

First thing we had to do on such occasions was light the Coleman gas lamps. Sometimes a brakeman or fireman would keep on pounding until he saw a light inside the house. Then our coal fire had to be stirred and more fuel added. We usually banked the fire before going to bed, knowing that some of us would be getting up again before long. Jean and I were spared most of the night work, although the noise often awakened us.

Food for the night crews was the "short order" kind. By the time a road man had worked long enough to hold a steady turn, his digestive system could be pretty cranky, so there was many a "graveyard stew" to fix. Other fellows ordered breakfast fare such as ham or bacon and eggs, or hotcakes. Some wanted sandwiches. Eating time was limited—a railroader's life in those days was ruled by the watch he carried. Soon the dining-room would be empty, the fire banked again, and the members of our family would go back to bed, to listen to the click of wheels on the rails and the long, lonesome wail of the whistle getting more and more faint as the train gathered speed on its way out of town. What an enchanting sound!

IN THAT first year, our older brother Doug dropped in to see us. Worried when he found out how little rest mother was getting, he offered to take the night shift for a couple of weeks and let the rest of the family get some sleep. Having worked as a cook in cattle camps a few times, Doug was sure he could handle it with the help of a buddy he'd brought home with him. All they asked was for us to leave them a good supply of hotcake batter made up.

Things worked out fine until the night a crochety freight conductor ordered a Denver sandwich. Now Denver sandwiches hadn't been on the menu at those cattle camps, and Doug had no idea what it was. He debated waking mother, decided against it, and went to the kitchen to see what he could dream up. I still don't know what

Photograph from the author

Relic of the steam age, no longer in use, still stands at Sargents, Colo., not far from old empty boarding-house.

Denver & Rio Grande Western Mike No. 470 battling Marshall Pass in Rocky Mountains on her climb to Gunnison, Colo.
Gerald M. Best, 511 N. Sierra Drive, Beverly Hills, Calif. 90210

Ruth remembers many a crew like this coming into the boarding-house at all hours of the day and night at Sargents.

he put into that sandwich, but the skipper took one bite and yelled: "This is a hell of a long way from a Denver sandwich!"

"Well, brother," Doug answered him with a grin, "You're just one hell of a long way from Denver."

Railroading on the Third Division of the D&RGW in the twenties required a special kind of dedication, especially for the engine crews. Riding in the cab of a narrow-gage steamer over 11,000-foot Marshall Pass, with the tallowpot shoveling coal all the way up the grade, was no picnic. Even the red bandana tied around your neck couldn't keep the cinders out, while the smoke from the firebox stung your eyes. The seatbox was hard and uncomfortably straight. The hogger had to be a good air man to successfully handle a long, heavy drag around the sharp curves on the steep grade, and his attention could never waver.

From the start of the fall rush until mid-winter, when the cattle and sheep from the Gunnison valley had all been delivered to the Denver stockyards, we saw trains rolling through Sargents as often as crews could be found to man them. For most of the men on the Third Division, Salida was "home"—that's where their families were—but during the rush season they saw very little of their families, and the dining-room of our boarding-house became their second home. There were always good food, served family-style, and friends to talk to, and if you wanted music you could wind up the old Brunswick phonograph and play a record or two from the stack on our table.

My mother was a lady who let it be understood that there must be no profanity around her daughters. With most of the men, this was no problem. But one long, lanky fireman had a hard time expressing himself without sprinkling a few "cuss words." One day mother heard him from the kitchen. She stepped into the dining-room, her brown eyes snapping, and said he'd have to leave and not come back if he couldn't keep a civil tongue in his head. The tallowpot stayed away two days. Then he knocked on the kitchen door. My mother opened it cautiously.

"Please, Mrs. Avery, can't I come back?" he pleaded. "I'll try not to swear but, honest to God, I didn't mean a damn thing by it."

With such an apology, how could she refuse him another chance?

BESIDES our other chores, Jean and I were often called upon to run errands. The only source of supplies in Sargents was a store belonging to the same timber company that dad worked for. And it, like the rest of the town, was across the tracks from the boarding-house. When something was needed for the table in a hurry, there would undoubtedly be a train on those tracks. The train would be stopped, of course. but we were told *never* to climb through between the cars, no matter how rushed we were.

I learned a lot of railroad history from listening to the men tell of wrecks and near-wrecks on the pass, of derailments and snowslides. Heavy snows and high winds were common in the long winters, and a rotary snowplow was often ordered out to clear the tracks.

On a September morning in 1923 a tragic chapter in railroad history was written. Engineer Tom Dobbie and fireman Elmer Lindsley were fatally injured by being blown out of the cab of Engine No. 451 at Shawana, on the west side of Marshall Pass. The locomotive exploded just minutes after taking on water at Shawana. Young Lindsley had brought his bride to live in Sargents just a few months before his death. I shall never forget the sadness in our boarding-house that night when the men came in to supper. Most of them seemed to be moving in a daze, and one couldn't hold back his tears.

Railroaders had to be tough in those days. Tracks had to be cleared after a wreck and the trains running again. If you aren't a railroad man, this rush to get back to normal may seem heartless. But if you are, you understand and you keep moving.

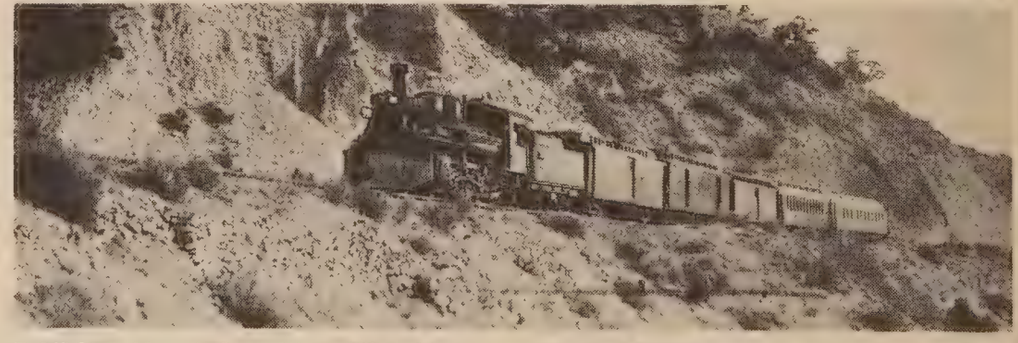
Life wasn't *all* work for us. On Saturday nights there were dances in the schoolhouse. In winter we tried skiing on the hill south of town, and sometimes half the town would go for a hayride, in hayracks with sled runners on them. We skated, too, on a pond over in the meadow by the creek. Always the dishes had to be done before we could go skating or sledding, and sometimes our kitchen was fairly full of friends who came by to help dry the dishes so we could go sooner.

On warm summer days it took just a few minutes to walk out to the meadow behind the house and drop a hook in Tomichi Creek to see if the trout were biting. With railroaders making up part of the team, we sometimes played baseball in an area between the roundhouse and the depot while waiting for the "flyer" (the evening passenger train) to come in. I remember one brakeman who was a pretty good hitter but so bowlegged that he couldn't run the bases. Somebody else had to run for him when he got a hit.

The flyer was due in at 6:05 every evening, and usually only stayed long enough to take on water and coal. There was no diner on the train. For a while we tried supplying the passengers with ready-made sandwiches.

One summer evening the conductor popped his head in our door and asked if we could provide supper for all the passengers on his train. There had been a derailment on the pass and it was anybody's guess how long before the track would be cleared. With a lot of faith, we told him to send the people in, a limited number at a time, so our dining-room could accommodate them and thus everybody was fed. Some musicians were on board the train on their way somewhere to play for a dance, and after supper an impromptu affair was held beside the tracks, using a lettuce-loading platform for the dance floor. I remember hearing the music and the laughter long after I was in bed that night.

For the most part, those were happy years. In the summer of 1926 we girls had to go away to continue our schooling. We packed our trunks and suitcases and left Sargents the same way we had come, riding the narrow-gage flyer. ●



D&RGW No. 472 pulling *The Shavano* toward Marshall Pass near Otto, Colo.
Richard Kindig, 3831 Perry St., Denver, Colo.

AUTHOR of GHOST RAILROAD BOOKS

INTERESTING RAILFANS No. 141

ELMER G. SULZER

by FREEMAN HUBBARD

NICKNAMED "Bromo" for an obvious reason, Elmer G. Sulzer is a prolific writer, an educator, much in demand as a public speaker, and probably the nation's top authority on abandoned rail lines. You may have read some of his books: *Abandoned Railroads of Bedford* (Indiana), *Ghost Railroads of Kentucky, Ghost Railroads of Sarasota County* (Florida), and *Ghost Railroads of Indiana.* The next one in his phantom series, *Ghost Railroads of Tennessee,* is due for publication this fall.

"It will be followed by *Electric Lines of Kentucky and Tennessee,* which is nearly two-thirds done," he says, "and which publisher Vane A. Jones of Indianapolis (no relation to Casey) wants to put out next year. I am also working on *Ghost Railroads of the Florida Panhandle* for publication in 1977."

Our hero was born in Madison, Indiana, on August 29, 1903, the son of a Pennsylvania Railroad attorney and onetime mayor of the city. His back yard extended to First Street, which you might have called Railroad Avenue, for the Pennsy passenger line ran along it; and the old depot was only a block from his home. While he was growing up, two well-filled passenger trains roared by daily, with whistles screaming and stacks belching acrid coal smoke.

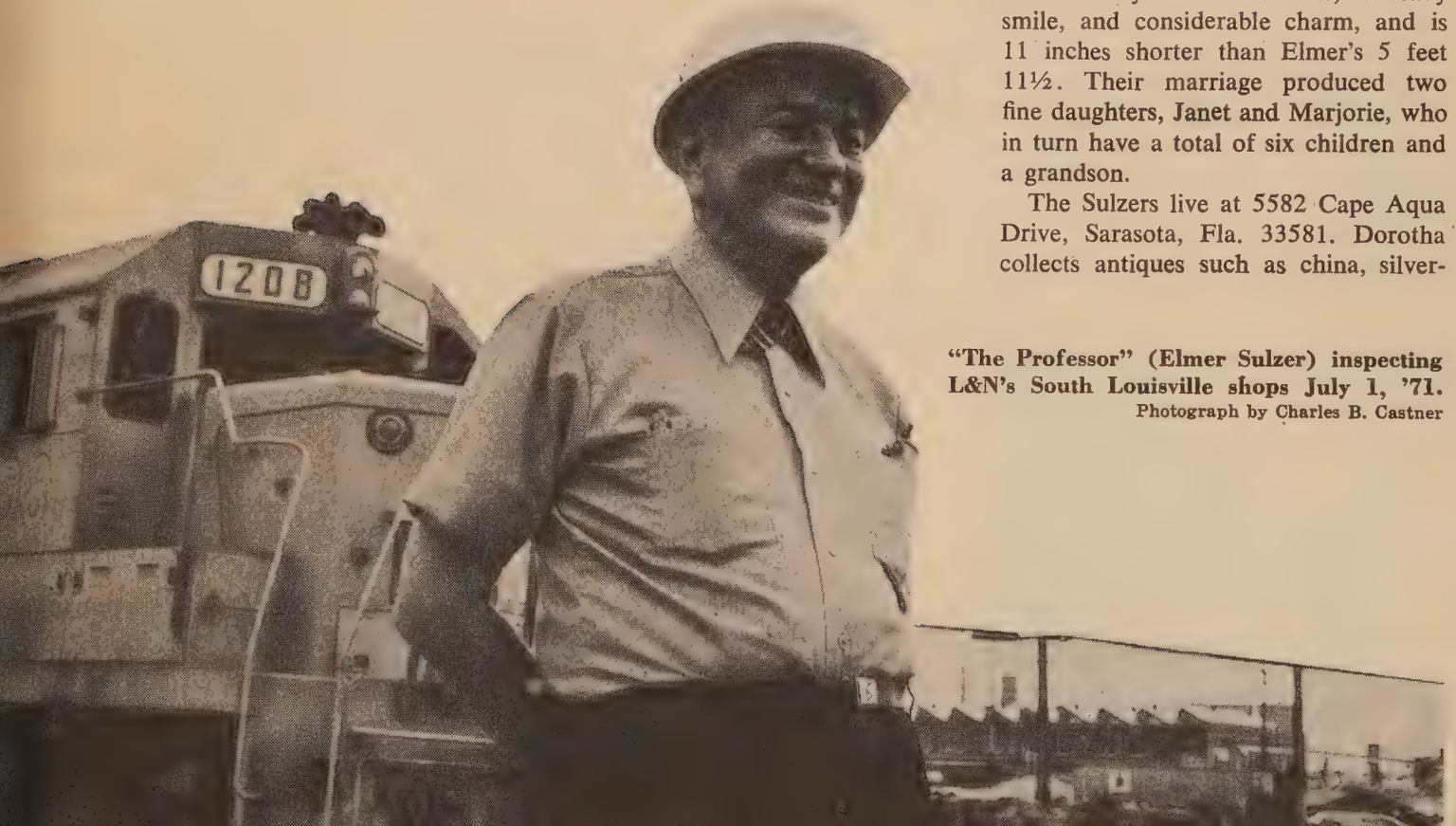
As a high school lad, Elmer spent many a joyful Saturday and Sunday, with other fellows, walking laboriously up the 5.9 percent incline and cuts to the North Madison engine terminal, which included a small roundhouse, an "armstrong" turntable, and a yard office. The terminal took care of two 0-8-0 yard goats plus the road engines that wheeled passengers and freight in and out and to the north.

The family had no automobile and did not need one. Traveling by rail to Indianapolis, Louisville, and Cincinnati, they changed at North Vernon to the B&O for the latter two points. This changeover gave the curious kid a great chance to watch the doings of yard goats and road power on the B&O, Big Four, and Pennsy. But he never won a prize for railroad photography, since he used only a modest Brownie 2A box camera and a pioneer Polaroid. However, his shot of an afternoon passenger train ascending a grade in all the glory of steam days has been widely published, and the negative still is good.

"Steam engines have an almost human personality that diesels never had," he says, "but many were dirty and inefficient. In my opinion, the diesel locomotive saved a lot of railroads from bankruptcy. My photography, such as it is, helps to illustrate my magazine articles and books. I like a wide variety of subjects: action, railroad facilities, and track scenes that show the human side of a community. For example, a Kentucky mountain woman and her children waiting beside the track for a mixed train which is not in sight. My picture collection, which is large, came mostly from generous rail-buff friends."

After graduating from high school, young Sulzer worked his way through DePauw University by playing in bands, for he is an accomplished musician, and won degrees from DePauw and the University of Illinois. At DePauw he had a college romance with a good-looking chick named Dorotha Kent Phipps. The halls of ivy are a lot more beautiful when you're in love. Dorotha has blue eyes like his own, a ready smile, and considerable charm, and is 11 inches shorter than Elmer's 5 feet 11½. Their marriage produced two fine daughters, Janet and Marjorie, who in turn have a total of six children and a grandson.

The Sulzers live at 5582 Cape Aqua Drive, Sarasota, Fla. 33581. Dorotha collects antiques such as china, silver-



"The Professor" (Elmer Sulzer) inspecting L&N's South Louisville shops July 1, '71.
Photograph by Charles B. Castner

ware and furniture. She is not a railfan—how many wives are?—but usually goes along with her husband when he interviews old railroaders, local historians, and others from whom he wants book material.

"Poor girl!" Bromo sympathizes. "She has sat by herself patiently in our automobile while I investigated virtually every L&N, Monon Big Four, C&O, Pennsy, and Southern yard in Indiana, Kentucky, and Tennessee. She really enjoys passenger trains, though, and we've ridden them together over much of North America and Europe as well as Japan and Australia. We both love animals, wild and domestic, and were especially fond of our two cats that died of old age."

"As for railroads," daughter Janet comments, "Dad is unbalanced on the subject. His idea of good reading material is a new timetable. To travel with him on a literary quest is to spend hours sitting in an automobile in a dull freight yard. For exercise, he walks where tracks used to be. And in Bloomington his collection of railroadiana reached a peak. Our rumpus room contained ever so many lanterns, two coach seats, step stools, front and rear marker lights, and other items that only a junk dealer could list. A visiting Monon executive paled at seeing how much Monon equipment my father had siphoned off, but Dad explained he hadn't stolen or bought any of those things. They were gifts from railroad workers for whom he had done favors."

Bromo "cut" player-piano rolls seven years ago while he and his wife were in Australia. He has performed on steam calliopes on at least eight Ohio River show and excursion boats, and currently plays a fine electronic organ at his Rotary Club's weekly meetings as well as at regular and special meetings of the Elks Lodge. Sometimes he teams up with a former musical comedy star to entertain handicapped and nursing-home groups. Among other hobbies he collects Central American stamps, including reprints and forgeries.

But he has never had an interest in sports "and to my knowledge," daughter Marjorie tells us, "has never cooked a meal." She adds: "I am glad that my girlhood home environment acquainted me with *Railroad Magazine.*"

Some years ago, when Bromo visited our office in midtown Manhattan, we gave him an original Joe Easley line drawing of a station scene. You can see it today hung on a wall in his living room. His railroad library is large, as you might guess from the books he writes, much of it being used for research. It includes about 500 operating rulebooks, some dating back to 1875, from North America and many foreign countries. Also innumerable *Official Guides,* other guides, *Poor's Manuals,* various ICC reports, corporate histories (these are rare!), maps, track profiles, and employe and public timetables, etc. According to H. W. Hofstetter, a professor of optometry at Indiana University, he has shelves of old working timetables which he reads, memorizes, and quotes as though they were poetry.

"Last winter I visited the Sulzer home at Sarasota, Florida, and was much impressed with his library," reports H. C. Steely, president of Farmers National Bank in Williamsburg, Kentucky. "He told me that when he retired in 1969 from a professorship at the Indiana University he had to give up most of his railroadiana because he no longer had a place to keep it. The Indiana Museum of Transportation at Noblesville was the lucky recipient of his artifacts."

In 1924, Elmer Sulzer broke into print with a feature on Indianapolis, Terre Haute & Eastern Traction Company in *Electric Traction* magazine. Since then he has had articles in *Indiana Magazine of History, Kentucky Historical Journal, Tennessee Historical Quarterly, Traction and Models, The Kentucky Engineer, Kentucky Progress Magazine, Louisville & Nashville Magazine,* and *Trains.*

"Dad is conservative, opinionated, and stubborn," Janet tells us frankly, "but his many talents and sense of humor soften those traits. As a young man he liked geology and claimed to have the best private lot of geology books in Kentucky. When the University of Kentucky's geology department burned down, his collection became number one. He and my sister Marjorie still have those books. Dad uses them in his research on abandoned railroads."

Marjorie recalls: "When I was a little girl I collected fossils with him. Music,

(Bottom left) Pennsy 5.9% grade through deep cut in Madison-North Madison, Ind. area. Picture below shows Madison to Indianapolis afternoon train ascending the grade pushed by 0-8-0 8434. At North Madison engine will be detached and a PRR passenger road locomotive will be coupled on. Elmer took these pictures with a Brownie 2A when steam was king.

too, has always been important to us. Many an evening our house rang with Dad's piano playing while our guests performed on other instruments, sang along, or tapped their feet to keep time. Dad has a great Dixieland style—in fact, has played in various Dixieland combos."

Newspaper columnist Joe Creason writes: "I knew Professor Sulzer first at UK years ago. At that time he was transplanting parts from half a dozen old pipe organs he'd acquired from churches and movie houses and piecing them into a single instrument. He finally completed the job. It resembled an invention by cartoonist Rube Goldberg and made beautiful music—but only he could play it!"

Janet remembers when her father brought the theatre-type organ to their home. Among the joys of her early years was singing to his accompaniment. "Even when money was scarce," she recalls, "Dad and Mother would take railroad trips to New York to attend Broadway musical shows."

Says Marjorie: "Back in 1926, when I was only two weeks old, Dad became the University of Kentucky's band director. A few years later he was running its publicity bureau. While he was teaching at UK he also started its radio department (which now includes TV), the first one of its kind at any university in the country, and set up 'listening centers' in the Kentucky mountains. He is a member of the Rotary Club. For many years at Yuletide he and a fellow professor piled Dad's car with toys made or donated by Rotarians and other people and distributed them to hillbilly children."

Our *Interesting Railfan,* who won the famous Peabody Award for educational broadcasting, says: "Radio was great in that it took the wind out of the sails of pompous orators and forced people to concentrate on the contents of their talks. But television has caused audiences to move from logical thinking to trivial values, appearance, and charisma. They don't realize that most of the high-sounding speeches they hear are not even the politicians' own thoughts but were composed by professional writers."

In the 1930s and early '40s, while setting up battery radios in remote areas of Kentucky, Elmer Sulzer took frequent trips to the eastern and southeastern parts of the state. Often he'd spot abandoned rights-of-way of old railroads, which piqued his curiosity and led to his writing an article on one of those lines for publication in *The Kentucky Engineer* in May, 1945.

Sulzer family portrait in Lexington, Ky., home some years ago. At right our hero with attractive wife Dorotha chats with daughters, Janet and Marjorie.

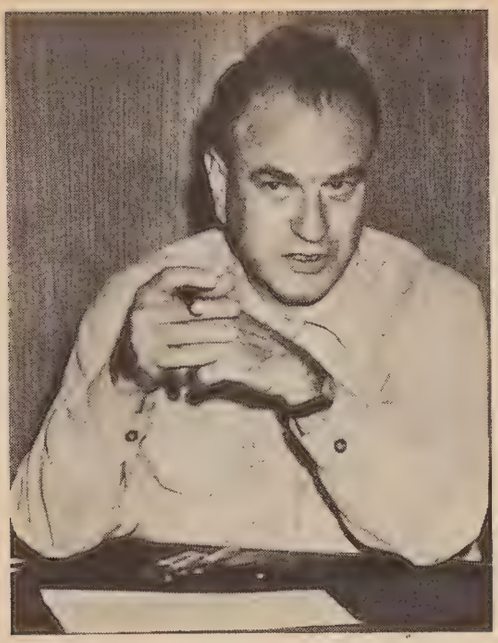
The popularity of this piece surprised him, and he followed it up with a score or more similar articles. Many older issues of *The Kentucky Engineer,* with his contributions, gradually went out of print, which bred a rising demand for reprints. Later, his friend Vane Jones offered to put out a book on all the Kentucky abandonments under the title *Ghost Railroads of Kentucky*. This he did, the contents being a rewrite of the magazine articles, with some new pictures, six appendices, and some additional abandonments. The book's first edition, at $12 a copy, sold out fast. A new updated edition, selling at $15, likewise was soon disposed of and became a collector's item that quadrupled the original price. "One of these days," the author opines, "Vane may publish a third edition."

Since then, Bromo has been writing other books in the same general field. Each one is a well-researched and carefully-written history, rich in human interest. Railfan 141 has listed the sources from which he draws book and magazine material. Included are ICC reports, corporate histories, popular histories, *Railroad Magazine* and other rail periodicals, including company "house organs," public and operating timetables, rulebooks, profiles, location maps, other maps, correspondence with engineering and legal and public relations departments of railroads, county and municipal and state histories, contact with retirees and local personnel, vintage and other newspapers, locomotive and additional rolling stock reports, *Official Guides* and lesser-known guides, old geological reports, *Equipment Registers,* and *Poor*'s and *Moody's Manuals*. Much of this material, we have noted, is to be found in Elmer Sulzer's personal library.

He attaches special importance to mail from knowledgable railfans and on the spot visitations. One day, for instance, he looked up and interviewed face to face a retired Cincinnati & Green River hogger, who was then 90 and died six months later. John Allen, Tom Lawson, and Al Weber compiled most of the rosters used in the *Ghost* books, while Norman Miller, Jr., an outstanding artist, made full-page paintings for the Kentucky, Indiana, and Tennessee volumes.

"Those books are more than just collections of facts, photographs, maps, and mileage tables," Miller comments. "Sulzer is interested in the people who were a daily part of the railroads he writes about, and uses these characters to bring his *Ghosts* back to life."

"My book sales," the author maintains, "demonstrate the advantage of offering something to rail-buffs, local



"Bromo" Sulzer on a radio panel show sponsored by the National Association of Educational Broadcasters, long ago.

historians, and the general public. I try to avoid using so many minor details that would justify the criticism 'too much about too little.' Some devoted fans help me generously with photos. In a few cases, such as on a Louisville & Nashville branch, railroads have photographed a line for me just before they folded it up. Besides providing a track car and a man to operate it, the L&N gave the photographer and myself the whole 18-mile line for a day!"

A favorite of Bromo's was the old Bedford & Bloomfield, a narrow-gage road dating back to 1880. Its crack train in bygone days was known as "Old Nellie," and she had her problems. Hills were a major concern on one part of the line. Sulzer says three hills were so close together that a long train would be going up and down all three at the same time! When the engine topped the third rise, the caboose would be at the crest of the first. Eventually the Monon took over the B&B and set a 40-car limit on the hilly stretch to avoid the scenic-railway effect.

We asked: "Would you advise anybody to do a railroad book on a subject close to his heart?"

"Yes," Bromo replies, "providing he has the time and ability to handle a good, accurate research job and can write entertainingly. The rest of the problem is financial. If the work is so specialized that it will appeal to only a very limited readership, he'd have to pay the publishing and distribution costs himself. On the other hand, if both his subject and style of writing are attractive, he may be able to persuade a publisher to take it over. But you can't count on selling a book unless you are highly competent and fairly well known."

Now we hear from E.H. Thomas, one of our previous *Interesting Railfans,* who manages the news bureau of the Family Lines System, meaning the L&N, Seaboard Coast line, Clinchfield, and West Point Route.

"Elmer G. Sulzer," he writes, "could, and often does, talk a guy out of his shirt, especially if the shirt is decorated with a picture of a 4-4-0 or some other railroadiana. And what's more, he keeps smiling all the time he's doing it. I hadn't been with the L&N very long until I met the affable Elmer. Before I knew it, he was in the process of wheedling me out of a considerable chunk of L&N archives, when a fellow worker realized what was happening and advised me to go slow.

"The former Monon Railroad was one of his pets, mainly because it slashed across a large portion of Indiana. As it slowly wound down for its merger into the L&N, Elmer suffered the pangs of nostalgia and managed to visit some of its stations—for 'background,' as he put it. Out of the most thorough researchers I know, he will pursue relentlessly the most minute data to complete even a brief statement.

"He is unselfish, too. Although he talks you out of information or the loan of pictures, he willingly shares with other writers what he has found. A reasonable request to him usually brings an answer by return mail; and sometimes additional items on the same topic will dribble in for perhaps six months, data he has found since filling your original request. Besides railroading, Elmer is well informed on steamboats—a hobby inherited from his father—and has the latter's rare collection of photos of early-day steamboating on the Ohio River. Don't be surprised if he writes a book some day entitled *Ghost Steamboat Lines."*

According to John H. Sutterfield. publisher of *The Georgetown* (Kentucky) *News,* Professor Sulzer has an encyclopedic memory and is a whiz at bridge and canasta, which he calls "pasteboard athletics." His list of memberships, honorary titles, and directorates, including a seat on the Salvation Army board, is too long to print here.

As a footnote: he eats "almost anything," never takes vitamin or mineral food supplements, sleeps about six hours a night, and doesn't exercise, but manages to keep in good health. Several people have referred to Bromo as a "chain smoker," but not of cigarettes. He admits smoking from six to twelve cigars a day, which he doesn't consider injurious, although General Grant, who did the same, died of throat cancer as a result. Says Railfan 141: "The only relative of mine who ever had lung cancer was an old maiden aunt, and she never smoked a day in her life." He is laying his money, so to speak, on his aunt rather than the Civil War hero. ●

In his office as chairman of Radio & TV department at Indiana University.

ICG 5055 and 2501 as they looked as IC 5055 and 6002 pulling coal drag at Centralia, Ill.

Burrell P. Spieth, 509 E. Seventh St., Centralia, Ill. 62801

ILLINOIS CENTRAL GULF RAILROAD

Locomotive Roster Compiled by Sy Reich

Railroad Class	ICG Numbers	Former Numbers	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
SW1R	13	IC 13	1000	GM-EMD	SW1	B-B	53,875	215,550	1946	1,R
SW7R	200	IC 200	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	3,R
SW9R	236	IC 236	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	4,R
SW7R	325	IC 325	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	5,R
SW9R	379	IC 379	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	5,R
SW7	400-409	IC 400-409	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	6
SW7	410-429	IC 410-429	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	6,7
SW9	430-464	IC 430-464	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	6,7
SW9	465-484	IC 465-484	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	6,7
SW1	600-605	IC 600-605	600	GM-EMC	SW1	B-B	50,250	201,000	1939-40	8,7
SW1	606-615	IC 606-615	600	GM-EMD	SW1	B-B	49,000	196,000	1946	7,8
SW1	616-617	IC 616-617	600	GM-EMD	SW1	B-B	49,000	196,000	1951	7,8
SW1	620-621	B&HS 1-2	600	GM-EMC	SW1	B-B	48,800	195,300	1939	7,9
SW1	622	FC&G 600	600	GM-EMD	SW1	B-B	48,320	193,270	1941	7,10
SW1	623	C&G 501	600	GM-EMD	SW1	B-B	49,950	199,500	1940	7,11
SW1	624-626	C&G 505-506, 508	600	GM-EMD	SW1	B-B	59,950	197,300	1947	7,11
SW8	800-801	IC 800-801	800	GM-EMD	SW8	B-B	57,500	230,000	1952	12
SW8	802	IC 802	800	GM-EMD	SW8	B-B	57,500	230,000	1953	13
SW900	900	FC&G 900	900	GM-EMD	SW900	B-B	56,625	231,170	1957	7
NW2	1000	IC 1000	1000	GM-EMC	NW2	B-B	62,500	250,000	1939	15
NW2	1001	IC 1001	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	15
NW2	1002	IC 1002	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	15
NW2	1003-1006	IC 1003-1006	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	15
NW2	1007-1016	IC 1007-1016	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	7,15
TR2	1029A,B	IC 1029A,B	2000	GM-EMD	TR2	B-B	62,125	248,500	1945	7,15
						(B-B)x (B-B)	123,500	494,000	1949	16
S2	1030-1033	GM&O 10-13	1000	Alco-GE	S2	B-B	57,750	231,100	1944	17
S2	1034-1037	GM&O 14-17	1000	Alco-GE	S2	B-B	57,750	231,100	1944	17
S2	1038-1039	GM&O 18-19	1000	Alco-GE	S2	B-B	57,750	231,100	1944	17
S2	1040-1043	GM&O 20-23	1000	Alco-GE	S2	B-B	57,750	231,100	1945	17
S2	1044	GM&O 24	1000	Alco-GE	S2	B-B	57,750	231,000	1945	17
S2	1050	GM&O 1001	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
S2	1051-1052	GM&O 1002-1003	1000	Alco-GE	S2	B-B	57,500	230,000	1941	10
S2	1053	GM&O 1004	1000	Alco-GE	S2	B-B	57,500	230,000	1942	
S2	1054	GM&O 1005	1000	Alco-GE	S2	B-B	57,500	230,000	1942	18
S2	1055-1056	GM&O 1006-1007	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
S2	1057-1058	GM&O 1008-1009	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
S2	1059-1060	GM&O 1010-1011	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
S2	1061	GM&O 1012	1000	Alco-GE	S2	B-B	57,500	230,000	1940	19
NW2	1075	IC 1075	1000	GM-EMD	TR A	B-B	57,500	248,000	1968	
C636	1100-1105	IC 1100-1105	3600	Alco Pr.	DL-636	C-C	52,000	391,000	1945	20
RSE	1130	GM&O 1130	1000	Alco-GE	RS-1	B-B	97,750	243,000	1945	20
RSE	1131	GM&O 1131	1000	Alco-GE	RS-1	B-B	60,750	253,000	1944	20
RSE	1132	GM&O 1132	1000	Alco-GE	RS-1	B-B	60,750	253,000	1945	20
RSE	1133	GM&O 1133	1000	Alco-GE	RS-1	B-B	60,750	253,000	1950	3,7,21
SW7	1200-1209	IC 1200-1209	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	7,21
SW7	1210-1219	IC 1210-1219	1200	GM-EMD	SW7	B-B	62,000	248,000	1952	7,21
SW9	1220-1234	IC 1220-1234	1200	GM-EMD	SW9	B-B	62,000	248,000	1940	22
NW2	1235	IC 1235	1200	GM-EMD	TR B	B-B	62,000	248,000	1953	23
SW9	1237-1243	IC 1237-1243	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	6
SW9	1244-1245	IC 1244-1245	1200	GM-EMD	SW9	B-B	62,000	248,000	1950	6
SW9	1246	IC 1246	1200	GM-EMD	SW7	B-B	62,000	248,000	1951	6
SW9	1247-1248	IC 1247-1248	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	6
SW9	1249	IC 1249	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	6
SW9	1250	IC 1250	1200	GM-EMD	SW9	B-B	62,000	248,000	1945	17
RS1	1251	GM&O 50	1000	Alco-GE	RS-1	B-B	60,750	243,000	1945	17
RS1	1252-1253	GM&O 51-52	1000	Alco-GE	RS-1	B-B	60,750	243,000	1945	17
RS1	1256-1259	GM&O 55-58	1000	Alco-GE	RS-1	B-B	60,750	243,000	1945	17
RS1	1260	GM&O 59	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	24
S2	1261	GM&O 1051	1000	Alco-GE	RS-1	B-B	60,750	243,000	1950	24
S2	1262	GM&O 1052	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	24
S2	1263	GM&O 1053	1000	Alco-GE	RS-1	B-B	60,750	243,000	1950	24
S2	1264	GM&O 1054	1000	Alco-GE	RS-1	B-B	60,750	243,000	1950	24
S2	1265	GM&O 1055	1000	Alco-GE	RS-1	B-B	60,750	243,000	1944	R
S2	1266	GM&O 1102	1000	Alco-GE	RS-1	B-B	61,875	248,000	1944	7,20
S2	1267-1268	GM&O 1103-1104	1000	Alco-GE	RS-1	B-B	61,875	247,500	1945	7,25
S2	1269-1271	GM&O 1105-1107	1000	Alco-GE	RS-1	B-B	61,875	248,000	1945	
S2	1272-1273	GM&O 1108-1109	1000	Alco-GE	RS-1	B-B	61,875	247,500	1945	20
S2	1274	GM&O 1110	1000	Alco-GE	RS-1	B-B	61,875	247,500	1946	
S2	1275-1276	GM&O 1111-1112	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947	
S2	1277	GM&O 1113	1000	Alco-GE	RS-1	B-B	60,750	243,000	1947	
S2	1278-1279	GM&O 1114-1115	1000	Alco-GE	RS-1	B-B	60,750	243,000	1947	
S2	1280-1281	GM&O 1116-1117	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	
S2	1282	GM&O 1120	1000	Alco-GE	RS-1	B-B	60,750	243,000	1949	
S2	1283-1284	GM&O 1121-1122	1000	Alco-GE	RS-1	B-B	60,750	243,000	1949	
S2	1285-1287	GM&O 1123-1125	1000	Alco-GE	RS-1	B-B	60,750	243,000	1949	25
S2	1288	GM&O 1126	1000	Alco-GE	RS-1	B-B	60,750	243,000	1949	
S2	1289	GM&O 1127	1000	Alco-GE	RS-1	B-B	60,750	243,000	1949	

Illinois Central Gulf Railroad photographs

(Top) ICG SW9 No. 1226 was ex-IC 1226. (Bottom) Lights of Chicago recede as this trailer train highballs southward.

Railroad Class	ICG Numbers	Former Numbers	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
SW13	1300	IC 1300	1300	GM-EMD	TR A	B-B	63,000	252,000	1940	26
SW13	1301	IC 1301	1300	GM-EMD	NW2	B-B	62,125	249,500	1945	15
SW13	1302	ICG 1027A	1300	GM-EMD	TR A	B-B	61,750	249,500	1940	26
SW13	1303	IC 415	1300	GM-EMD	SW7	B-B	61,750	249,500	1950	6
SW13	1304	ICG 454	1300	GM-EMD	SW9	B-B	61,750	249,500	1951	6
SW13	1305	ICG 410	1300	GM-EMD	SW7	B-B	62,000	249,500	1950	6
SW13	1306	ICG 1003	1300	GM-EMD	NW2	B-B	62,125	249,500	1945	15
SW13	1307	ICG 1014	1300	GM-EMD	NW2	B-B	61,750	249,500	1945	15
SW13	1308	ICG 417	1300	GM-EMD	SW7	B-B	61,750	249,500	1950	6
SW13	1309	ICG 429	1300	GM-EMD	SW7	B-B	61,750	248,500	1950	6
SW13	1300B-1301B	IC 1026B-1027B	1300	GM-EMD	TR B	B-B	62,375	249,500	1940	26
SW13	1302B	ICG 423	1300	GM-EMD	SW7	B-B	62,375	248,500	1950	6
RS2	1501-1504	GM&O 1501-1504	1500	Alco-GE	RS-2	B-B	59,250	237,000	1948	7,27
RS2	1505-1508	GM&O 1505-1508	1500	Alco-GE	RS-2	B-B	59,250	237,000	1949	7,27
RS2	1509-1510	GM&O 1509-1510	1500	Alco-GE	RS-2	B-B	60,800	243,000	1949	
RS2	1511-1514	GM&O 1511-1514	1500	Alco-GE	RS-2	B-B	59,250	237,000	1949	7,27
RS3	1515-1518	GM&O 1515-1518	1600	Alco-GE	RS-3	B-B	60,845	243,380	1950	7,27
RS3	1519-1521	GM&O 1519-1521	1600	Alco-GE	RS-3	B-B	62,230	248,927	1951	
RS3	1522-1523	GM&O 1522-1523	1600	Alco-GE	RS-3	B-B	62,070	248,280	1952	7,27
F3	1600-1606	GM&O 800A,B, 801B,803A, 805A,806A,B	1500	GM-EMD	F3A	B-B	56,600	226,351	1946	
F3	1607-1613	GM&O 807A,B, 808B,809B, 810A,B, 811A	1500	GM-EMD	F3A	B-B	56,600	226,351	1947	
F7	1614-1615	GM&O 811B,812A	1500	GM-EMD	F7A	B-B	57,800	231,200	1949	
FP3	1616-1617	GM&O 880A,B	1500	GM-EMD	F3A	B-B	59,150	236,618	1946	
FP3	1618-1620	GM&O 883A-885A	1500	GM-EMD	F3A	B-B	59,150	236,618	1946	
E8A	2018-2023	IC 2018-2023	2250	GM-EMD	E8A	A1A-A1A	55,625	220,500	1952	7,28
E8A	2024-2025	IC 2024-2025	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1953	7,29
E9A	2036-2040	IC 2036-2040	2400	GM-EMD	E9A	A1A-A1A	54,125	216,500	1955	7,30
E8B	2100-2101	IC 2100-2101	2400	GM-EMD	E8B	A1A-A1A	53,875	215,500	1952	7,31
GP30	2250-2266	GM&O 500-516	2250	GM-EMD	GP30	B-B	65,380	257,489	1962-3	
GP30	2267-2269	GM&O 517-519	2250	GM-EMD	GP30	B-B	64,370	257,489	1963	
GP30	2270-2279	GM&O 520-522, 524-530	2250	GM-EMD	GP30	B-B	64,370	257,489	1963	32
GP35	2500-2508	GM&O 601-609	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2509	GM&O 610	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2510-2511	GM&O 611-612	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2512-2520	GM&O 613,615-622	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2521-2522	GM&O 623-624	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2523-2534	GM&O 625-636	2500	GM-EMD	GP35	B-B	64,370	257,489	1964	
GP35	2535-2544	GM&O 637-642, 644-648	2500	GM-EMD	GP35	B-B	64,370	257,489	1965	
GP40	3000-3039	IC 3000-3039	3000	GM-EMD	GP40	B-B	65,125	260,500	1966	33
GP40	3040-3059	IC 3040-3059	3000	GM-EMD	GP40	B-B	65,125	260,500	1967	34
GP40A	3060-3069	IC 3060-3069	3000	GM-EMD	GP40	B-B	69,500	278,000	1969	
GP40A	3070-3074	IC 3070-3074	3000	GM-EMD	GP40	B-B	69,500	278,000	1970	35
?	3075	IC 3075	3000	GM-EMD	GP40	B-B	?	278,000	1965	36
E6A	4001-4003	IC 4001-4003	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1941	7,37
E7A	4005	GM&O 100	2000	G-EMD	E7A	A1A-A1A	52,000	209,234	1946	38
E7A	4006-4007	GM&O 101,101A	2000	GM-EMD	E7A	A1A-A1A	52,000	209,234	1945	7,38
E7A	4008-4011	GM&O 102,102A, 103,103A	2000	GM-EMD	E7A	A1A-A1A A1A-A1A	52,300	209,234	1945	7,38
E8A	4018-4021	IC 4018-4021	2250	GM-EMD	E8A	A1A-A1A	54,375	217,500	1950	7,39
E8A	4022-4025	IC 4022-4025	2250	GM-EMD	E8A	A1A-A1A	55,625	219,000	1951	7,39
E8A	4026-4031	IC 4026-4031	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1952	7,39
E8A	4032-4033	IC 4032-4033	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1953	7,39
E9A	4034-4035	IC 4034-4035	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	7,39
E9A	4036	IC 4036	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	7,39
E9A	4037-4038	IC 4037-4038	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956	7,39
E9A	4039-4040	IC 4039-4040	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956-7	7,39
E9A	4041-4042	IC 4041-4042	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1957-8	7,39
E9A	4043	IC 4043	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1961	7,39
?	4050	GM&O 100A	1800	GM-EMC	EA	A1A-A1A	52,000	219,702	1937	40
E8B	4104-4105	IC 4104-4105	2250	GM-EMD	E8B	A1A-A1A	53,875	215,500	1952	7,31
E9B	4106-4107	IC 4106-4107	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1956	7,41
E9B	4108-4109	IC 4108-4109	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1957	7,41
U30B	5000-5005	IC 5000-5005	3000	GE	U30B	B-B	67,750	271,000	1967	
U33C	5050-5059	IC 5050-5059	3300	GE	U33C	C-C	96,500	386,000	1968	7,42
SD40	6000-6005	IC 6000-6005	3000	GM-EMD	SD40	C-C	96,250	385,000	1968	
SD40A	6006-6018	IC 6006-6018	3000	GM-EMD	SD40	C-C	104,250	417,000	1969	43
SD40A	6019-6023	IC 6019-6023	3000	GM-EMD	SD40	C-C	104,250	417,000	1970	
SD40G	6050-6061	GM&O 901-912	3000	GM-EMD	SD40	C-C	94,050	376,190	1966	
SD40G	6062-6070	GM&O 913-921	3000	GM-EMD	SD40	C-C	94,050	376,190	1966	
SD40G	6071	GM&O 950	3000	GM-EMD	SD40	C-C	94,050	376,190	1964	44
SD45	7000	IC 7000	3600	GM-EMD	SD45	C-C	98,915	395,660	1966	45
GP8	7850-7851	IC 7850-7851	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	7,46, 47,R
GP8	7852	ICG 8852	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP8	7901	IC 7901	1600	GM-EMD	GP7	B-B	61,625	252,000	1951	47,R
GP8	7902-7905	IC(G) 7902-7905	1600	GM-EMD	GP7	B-B	63,000	252,000	1953	7,47,R
GP8	7906-7911	IC(G) 7906-7911	1600	GM-EMD	GP7	B-B	63,000	252,000	1953	7,47,R
GP8	7950	IC 7950	1600	GM-EMD	GP7	B-B	61,625	246,500	1950	7,47,R
GP8	7953-7957	IC(G) 7953-7957	1600	GM-EMD	GP7	B-B	63,000	246,500	1952	7,47,R
GP8	7958-7967	IC(G) 7958-7967	1600	GM-EMD	GP7	B-B	62,875	246,500	1953	7,47,R
GP8	7968-7981	IC(G) 7968-7981	1600	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47,R
GP8	7982	ICG 8982	1600	GM-EMD	GP7	B-B	61,625	246,500	1951	7,47,R
GP8	7983-7985	ICG 8983-8985	1600	GM-EMD	GP7	B-B	61,625	246,500	1952-3	7,47,R
GP8	7986	ICG 8986	1600	GM-EMD	GP7	B-B	61,625	246,500	1950	7,47,R
GP8	7987-7988	ICG 8987-8988	1600	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47,R
GP8	7989	ICG 8989	1600	GMD	GP7	B-B	61,625	246,500	1951	7,47,R
GP8	7990	ICG 8990	1600	GMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP8	7991-7992	ICG 8991-8992	1600	GMD	GP7	B-B	61,625	246,500	1953	7,47,R
GP8	7993	ICG 8993	1600	GMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP8	7994	ICG 8994	1600	GM-EMD	GP7	B-B	61,625	246,000	1953	7,47,R
GP8	7995	ICG 8995	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP8	7996	ICG 8996	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP8	7997	ICG 8997	1600	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47,R
GP8	7998	ICG 8998	1600	GM-EMD	GP7	B-B	61,625	246,500	1951	7,47,R
GP8	7999	ICG 8999	1600	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47,R
GP10	8000-8041	IC(G) 8000-8041	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8042-8047	IC(G) 8042-8047	1850	GM-EMD	GP9	B-B	61,625	256,000	1954	7,47,R
GP10	8048-8067	IC(G) 8048-8067	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8068-8102	IC(G) 8068-8102	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8103-8117	IC(G) 8103-8117	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8118-8187	IC(G) 8118-8187	1850	GM-EMD	GP9	B-B	61,625	246,500	1955-6	7,47,R
GP10	8188-8199	IC(G) 8188-8199	1850	GM-EMD	GP9	B-B	61,625	246,500	1956-7	7,47,R
GP10	8200-8219	IC(G) 8200-8219	1850	GM-EMD	GP9	B-B	61,625	256,000	1957	7,47,R
GP10	8220-8257	IC(G) 8220-8257	1850	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47,R
GP10	8258	IC 8258	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47, 48,R

Railroad Class	ICG Numbers	Former Numbers	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
GP10	8259	IC 8259	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47, 48,R
GP10	8260	IC 8260	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47, 48,R
GP10	8265	ICG 8265	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8266	IC 8266	1850	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47, 48,R
GP10	8267	IC 8267	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47, 49,R
GP10	8268	IC 8268	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47, 49,R
GP10	8269	IC 8269	1850	GM-EMD	GP7	B-B	63,000	252,000	1953	7,47, 48,R
GP10	8270	IC 8270	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47, 48,R
GP10	8271	ICG 9271	1850	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47,R
GP10	8272	ICG 9272	1850	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47,R
GP10	8273-8274	ICG 9273-9274	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8275	ICG 9275	1850	GMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8276-8277	ICG 9276-9277	1850	GMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8278	ICG 9278	1850	GMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8279	ICG 9279	1850	GMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8280	ICG 9280	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8281	ICG 9281	1850	GMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8282	ICG 9282	1850	GMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8285	ICG 9285	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8286	ICG 9286	1850	GM-EMD	GP9	B-B	61,625	245,500	1955	7,47,R
GP10	8287	ICG 9287	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8288	ICG 9288	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8289	ICG 9289	1850	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47,R
GP10	8290-8291	ICG 9290-9291	1850	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47,R
GP10	8292	ICG 9292	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8293	ICG 9293	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8294	ICG 9294	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8300-8369	IC(G) 8300-8369	1850	GM-EMD	GP9	B-B	61,625	246,500	1957-8	7,47,R
GP10	8390	ICG 9390	1850	GM-EMD	GP18	B-B	61,625	246,500	1960	7,47,R
GP10	8391	ICG 9391	1850	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,R
GP10	8392	ICG 9392	1850	GM-EMD	GP9	B-B	61,625	246,500	1958	7,47,R
GP7	8800	IC 8800	1500	GM-EMD	GP7	B-B	63,000	252,000	1952	
GP7	8801	IC 8801	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	48
GP7	8850-8851	IC 8850-8851	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	7,48
GP7	8852	C&O 5814	1500	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47
GP7	8900	IC 8900	1500	GM-EMD	GP7	B-B	63,000	252,000	1950	
GP7	8901	IC 8901	1500	GM-EMD	GP7	B-B	63,000	252,000	1951	7,47
GP7	8902-8905	IC 8902-8905	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	7,47
GP7	8906-8911	IC 8906-8911	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	7,47, 51
GP7	8951-8952	IC 8951-8952	1500	GM-EMD	GP7	B-B	61,375	245,500	1951	51
GP7	8953-8957	IC 8953-8957	1500	GM-EMD	GP7	B-B	61,375	245,500	1952	7,47
GP7	8958-8967	IC 8958-8967	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47 48,51
GP7	8968-8981	IC 8968-8981	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47 48,51
GP7	8982	DT&I 950	1500	GM-EMD	GP7	B-B	61,625	246,500	1951	7,47
GP7	8983-8985	DT&I 955-957	1500	GM-EMD	GP7	B-B	61,625	246,500	1952-3	7,47
GP7	8986	SLSW 304	1500	GM-EMD	GP7	B-B	61,625	246,500	1950	7,47
GP7	8987-8988	DT&I 960-961	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47
GP7	8989	QNS&L 101	1500	GMD	GP7	B-B	61,625	246,500	1951	7,47
GP7	8990	QNS&L 106	1500	GMD	GP7	B-B	61,625	246,500	1952	7,47
GP7	8991-8992	QNS&L 119,115	1500	GMD	GP7	B-B	61,625	246,500	1953	7,47,
GP7	8993	QNS&L 107	1500	GMD	GP7	B-B	61,625	246,500	1952	7,47
GP7	8994	DT&I 958	1500	GM-EMD	GP7	B-B	61,652	246,500	1953	7,47
GP7	8995	C&O 5838	1500	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47
GP7	8996	C&O 5816	1500	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47
GP7	8997	C&O 5875	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	7,47
GP7	8998	C&O 5742	1500	GM-EMD	GP7	B-B	61,625	246,500	1951	7,47
GP7	8999	C&O 5823	1500	GM-EMD	GP7	B-B	61,625	246,500	1952	7,47
GP9	9000-9041	IC 9000-9032 (2nd), 9033-9041	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9042-9047	IC 9042-9047	1750	GM-EMD	GP9	B-B	64,000	256,000	1954	7,47
GP9	9048-9067	IC 9048-9067	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9068-9102	IC 9068-9102	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9103-9117	IC 9103-9117	1750	GM-EMD	GP9	B-B	61,625	246,500	1055	7,47
GP9	9118-9187	IC 9118-9149; 9150-9166 (2nd); 9167-9187	1750	GM-EMD	GP9	B-B	61,625	246,500	1956-6	7,47
GP9	9188-9199	IC 9188-9199	1750	GM-EMD	GP9	B-B	61,625	246,500	1956-7	7,47
GP9	9200-9219	IC 9200-9202 (2nd); 9203-9219	1750	GM-EMD	GP9	B-B	64,000	256,000	1957	7,47, 51
GP9	9220-9257	IC 9220-9257	1750	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47
GP9	9271	FEC 671	1750	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47
GP9	9272	DT&I 992	1750	GM-EMD	GP9	B-B	61,625	246,500	1957	7,47
GP9	9273-9274	FEC 665,653	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9275	QNS&L 161	1750	GMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9276-9277	QNS&L 140-141	1750	GMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9278	QNS&L 154	1750	GMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9279	QNS&L 131	1750	GMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9280	C&O 6138	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9281	QNS&L 146	1750	GMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9282	QNS&L 125	1750	GMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9285	B&O 6674	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47,50
GP9	9286	C&O 6005	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9287	C&O 6164	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9288	C&O 5924	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9289	C&O 5988	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	7,47
GP9	9290-9291	C&O 5919,5916	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	7,47
GP9	9292	C&O 6204	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9293	C&O 6092	1750	GM-EMD	GP9	B-B	61,626	246,500	1956	7,47
GP9	9294	C&O 6160	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47
GP9	9300-9369	IC 9300-9335 (2nd); 9336-9369	1750	GM-EMD	GP9	B-B	61,625	246,500	1957-8	7,47, 51
GP9	9370-9389	IC 9370-9374; 9375 (2nd); 9376-9389	1750	GM-EMD	GP9	B-B	61,500	246,000	1958-9	
GP18	9390	GTW 4705	1800	GM-EMD	GP18	B-B	61,625	246,500	1960	7,47
GP9	9391	SP 3489	1750	GM-EMD	GP9	B-B	61,625	246,500	1956	7,47, 49
GP9	9392	B&O 6588	1750	GM-EMD	GP9	B-B	61,625	246,500	1958	7,47
GP18	9400-9414	IC 9400-9414 (2nd)	1800	GM-EMD	GP18	B-B	61,500	246,000	1960	
GP18	9415-9428	IC 9415-9428 (2nd)	1800	GM-EMD	GP18	B-B	61,500	246,000	1963	
GP28	9429-9440	IC 9429-9440 (2nd)	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	
GP28	9441	IC 9441 (2nd)	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	53
GP38	9500-9519	IC 9500-9519	2000	GM-EMD	GP38	B-B	65,250	261,000	1970	
GP38D	9520-9539	GM&O 701-720 (2nd)	2000	GM-EMD	GP38	B-B	63,500	254,034	1969	
GP38A	9540-9552	GM&O 721-733 (2nd)	2000	GM-EMD	GP38AC	B-B	63,500	254,034	1971	
GP38Z	9560-9574	GM&O 740-754 (2nd)	2000	GM-EMD	GP38-2AC	B-B	63,500	254,034	1972	

Notes on ICG Roster

Roster was compiled from data supplied by ICG's gen. supt. motive power; the LE; C&I's master mechanic; the Island Terminal; GM-EMD; CRI&P's executive assistant; M&B's master mechanic; C&BL's chief mechanical officer; and PNC's traffic manager. The roster is accurate as of December 17, 1973.

Abbreviations used: IC, Illinois Central; B&HS, Bonhomie & Hattiesburg Southern; FC&G, Fernwood, Columbia & Gulf; C&G, Columbus & Greenville; GM&O, Gulf, Mobile & Ohio; IC(G), either Illinois Central or Illinois Central Gulf; C&O, Chesapeake & Ohio; DT&I, Detroit, Toledo & Ironton; SLSW, St. Louis-Southwestern; QNS&L, Quebec, North Shore & Labrador; FEC, Florida East Coast; B&O, Baltimore & Ohio; GTW, Grand Trunk Western; SP, Southern Pacific; HP, horsepower; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric Co.; Alco Pr., Alco Products; GE, General Electric Co.; GMD, General Motors Diesel Ltd. Tractive effort in pounds; weight, in pounds, is weight on drivers.

These units are still on the roster: GM&O 10-12; IC(G) 13; GM&O 14-22, 24, 50-52, 55-59, 103A; IC(G) 200, 236, 325, 379, 400-409, 411-414, 416, 418, 420-422, 424, 426-431, 433-434, 436-444, 448, 450-453, 455-465, 467-478, 480-484; GM&O 500-521, 524-530; C&G 505, 506, 508; ICG 522 (apparently repainted from GM&O 522); IC(G) 601, 606-608, 611, 613, 615, 617; C&G 601, 603-606.

Also GM&O 601-613, 615-641, 643-647; C&G 701-702; GM&O 701-733, 740-754; IC(G) 800-802; GM&O 800A,B, 801B, 803A, 805A, 806A,B, 807A,B, 808B, 809B, 810A,B, 811A,B, 812A; FC&G 900; GM&O 901-921, 950; IC(G) 1000-1002, 1004-1005, 1007-1008, 1010-1013, 1015-1016, 1075, 1029A,B; GM&O 1001-1003, 1005-1012, 1051-1055; IC(G) 1100-1105; GM&O 1104, 1107-1109, 1111-1115, 1117, 1120, 1122-1125; 1127, 1130-1132; ICG 1133; IC(G) 1201-1216; 1218-1219, 1221-1223, 1225-1235, 1237-1250; ICG 1266, 1269, 1280, 1283; IC(G) 1300-1301; ICG 1302-1309; IC(G) 1300B-1302B.

Also GM&O 1501-1503, 1505, 1507, 1509-1510, 1512-1513, 1515, 1518, 1519-1522; IC(G) 2039-2040, 2100, 3000-3034, 3036-3069, 3071-3074, 4020, 4022-4024, 4027-4028, 4034, 4038, 4105, 4108, 5000-5005, 5051-5054, 5056-5059, 6000-6011, 6013-6023, 7000, 7850-7851, 7901, 7904-7905, 7909, 7950, 7953, 7955, 7957, 7960-7961, 7964, 7966, 7968-7972, 7974, 7976, 7978-7979, 7981-7999.

Also 8081-8005, 8007, 8009, 8011-8014, 8017-8020, 8022-8023, 8025-8026, 8029-8036, 8038-8041, 8044-8045, 8047, 8049, 8051-8053, 8055-8056, 8058-8060, 8062-8079, 8081-8085, 8087, 8093-8094, 8096, 8100-8102, 8105-8108, 8111-8115, 8118, 8120-8121, 8125, 8127-8128, 8133-8134, 8139-8144, 8146, 8148-8152, 8155, 8158-8167, 8169-8171, 8173, 8175-8177, 8179-8181, 8183-8184, 8187-8197, 8199, 8204-8205, 8207, 8209-8212, 8215, 8220, 8222, 8223-8230, 8233-8236, 8243, 8245, 8247-8248, 8250-8251, 8254, 8256-8260, 8266-8279, 8281-8282, 8285, 8287-8294, 8300, 8303, 8306, 8316, 8318, 8322, 8326-8329, 8348, 8351, 8357, 8362, 8390-8391, 8800, 8900, 8902-8903, 8906-8907, 8910-8911, 8952, 8954, 8962-8963, 8965, 8967.

Also 9000, 9006, 9008, 9010, 9015-9016, 9021, 9024, 9027-9028, 9037, 9042-9043, 9046, 9048, 9050, 9054, 9057, 9061, 9080, 9086, 9088-9092, 9095, 9097-9099, 9103-9104, 9110, 9116-9117, 9119, 9122-9124, 9126, 9129-9132, 9135-9138, 9145, 9147, 9153-9154, 9156, 9157, 9168, 9172, 9174, 9178, 9182, 9185-9186, 9190, 9200-9203, 9206, 9208, 9214, 9216-9217, 9219, 9221, 9231-9232, 9237-9242, 9244, 9246, 9249, 9252-9253, 9255, 9301-9302, 9304-9305, 9308-9315, 9317, 9319, 9323-9325, 9330-9331, 9333-9335, 9337-9346, 9349-9350, 9352-9356, 9358-9361, 9363-9389, 9400-9441, 9500-9519.

(R) Rebuilt by IC or ICG.

(1) 13 was originally IC 9027, then IC 612, then IC 13 (1968), then ICG 13. (2) Omitted.

(3) 200 was originally IC 9300 (1st), then IC 1200, then IC 200 (2nd) (1967), then ICG 200.

(4) 236 was originally Louisiana Midland 10, then IC 236 (1967), then ICG 236.

(5) 325, 379 were originally IC 9425 (1st), 9479; then IC 425, 479; then IC 325, 379 (1967); then ICG 325, 379.

(6) IC 400-484 were originally IC 9400-9441 (1st), 9442-9484; then IC 400-484. Illinois Central 410, 415, 417, 419, 425, 432, 435, 445-447, 449, 454, 466, 479 were rebuilt before the merger to IC 1305, 1303, 1308, 1246, 325, 1245, 1248, 1244, 1250, 1247, 1304, 1251, 379. ICG 423, 429 were rebuilt after the merger to 1302B, 1309.

(7) Some units of this group never had ICG numbers because they were rebuilt or off the roster before the merger. See the list of units presently on the roster, for current information and other notes for dispositions and rebuilds.

(8) IC 600-617 were originally IC 9014-9016 (1st), 9018-9032 (1st); then IC 600-617. IC 600, 602, 604-605, 609-610, 614, 616 were sold before the merger. IC 612 was rebuilt to IC 13. ICG 603 was sold to Island Terminal Company and renumbered 603.

(9) ICG 620-621 were originally Wabash 103, 102; then Bonhomie & Hattiesburg Southern 1-2; then ICG 620-621.

(10) ICG 622 was originally Elgin, Joliet & Eastern 240; then Fernwood, Columbia & Gulf 600; then ICG 622. FC&G 600 was scrapped before renumbering.

(11) ICG 623-626 were originally Terminal Railroad Assn. of St. Louis 501, 505-506, 508; then Hyman-Michaels 501, 505-506, 508; then C&G 501, 505-506, 508; then ICG 623-626. C&G 501 was scrapped without being renumbered.

(12) ICG 800-801 were originally Tremont & Gulf 75, 77; then IC 800-801; then ICG 800-801.

(13) ICG 802 was originally South Shore 12, then Louisiana Midland 12, then IC 802, then ICG 802. (14) Omitted.

(15) IC 1000-1016 were originally IC 9150-9166 (1st), then IC 1000-1016. IC 1006 was sold before the merger. IC 1009 was rebuilt to IC 1301. ICG 1003, 1014 were rebuilt to ICG 1306-1307.

(16) IC 1029A,B were originally IC 9207A,B, then IC 1029A,B.

(17) GM&O 10-24, 50-59 were originally Alton 10-24, 50-59; then GM&O 10-24, 50-59. GM&O 23 was scrapped after the merger.

(18) GM&O 1004 was lisposed of after merger.

(19) IC 1075 was originally IC 9205A, then rebuilt as a single unit, renumbered IC 9335; then renumbered IC 1075.

(20) GM&O 1130, 1133 were originally Alton 53-54; then GM&O 53-54; then rebuilt by Railway Supply Co. with EMD engines and generators from GM&O E7A's, renumbered GM&O 1130, 1133 (1972). GM&O 1131-1132 were originally GM&O 1110, 1103, then rebuilt by Railway Supply Co. with engines and generators from E7A s, renumbered GM&O 1131-1132 (1972).

(21) IC 1200-1234 were originally IC 9300-9334 (1st); then IC 1200-1234. IC 1217, 1224 were sold before the merger. ICG 1220 is no longer on the roster.

(22) IC 1235 was originally IC 9205B, then rebuilt as a single unit, converted from 1000 hp to 1200 hp, renumbered IC 9375; then renumbered IC 1235.

(23) IC 1237-1243 were originally Mississippi Central 201-203, 205-207, 209; then IC 1237-1243. IC 1243 was rebuilt in 1972. Ex-MC 210 was leased by IC. (then ICG) to CWP&S as CWP&S 51, then sold to CWP&S (3/18/74).

(24) GM&O 1051-1055 were originally Illinois Terminal 1051, 1056, 1053-1055; then GM&O 1051-1055 (11/69, 3/70, 3/70, 3/70, 3/70).

(25) GM&O 1106 was retired by the ICG (1973). GM&O 1105 was rebuilt, renumbered ICG 1269. GM&O 1126 was disposed of after the merger.

(26) IC 1026A,B-1027A,B were originally IC 9203A,B-9204A,B; then IC 1026A,B-1027A,B. IC 1026A was rebuilt to IC 1300 before the merger. ICG 1027A was rebuilt to ICG 1302. ICG 1026B-1027B were rebuilt to ICG 1300B-1301B.

(27) GM&O 1504, 1506, 1516 were retired before the merger. GM&O 1508, 1511, 1514, 1517 were retired after the merger. GM&O 1523 was sold to GM-EMD before the merger.

(28) IC 4026-4031 were to be rebuilt and renumbered 2018-2023. Only IC 4029-4030 were rebuilt and renumbered. IC 4026-4028, 4031 and IC(G) 2021 are no longer on the roster. IC(G) 2022 was scrapped after the merger.

(29) IC 4032-4033 were to be rebuilt and renumbered 2024-2025. IC 4033 was not renumbered; no longer on the roster. ICG 2024 was disposed of after the merger.

(30) IC 2036-2040 were originally FEC 1031-1035; then IC 2036-2040. ICG 2036-2038 were disposed of after the merger.

(31) IC 4104-4105 were to be rebuilt and renumbered 2100-2101. Only IC 4104 was rebuilt and renumbered.

(32) GM&O 522 has been repainted ICG 522.

(33) ICG 3035 is no longer on the roster.

(34) IC 3057 was wrecked, rebuilt by GM-EMD (1/70), reclassed GP40A.

(35) ICG 3070 is no longer on the roster.

(36) IC 3075 was originally GM-EMD 433A, then IC 3075 (11/70). ICG 3075 no longer on roster.

(37) IC 4001-4003 were originally IC 4001-4003; then IC 4001A,B, 4002A (1942); then IC 4001-4003 (1946). IC 4002 was traded to GM-EMD before the merger. IC 4003 was scrapped before the merger. ICG 4001 is no longer on the roster.

(38) GM&O 101A, 102 were scrapped before the merger. GM&O 100, 100A, 101, 102A were scrapped before the merger.

(39) IC 4019, 4025-4026 were scrapped before the merger. ICG 4018, 4021, 4031, 4033, 4035-4037, 4039-4043 are no longer on the roster. IC 4029-4030, 4032 were rebuilt to IC 2021-2022, 2024.

(40) GM&O 100A was originally B&O 52 (1st), then Alton 100A, then GM&O 100A, then rebuilt by GM-EMD to an E8A with 2000 hp (3/53). Weight and tractive effort shown are as rebuilt. GM&O 100A was disposed of before renumbering to 4050.

(41) ICG 4106-4107, 4109 are no longer on the roster.

(42) IC 5055 was scrapped. ICG 5050 is no longer on the roster.

(43) ICG 6012 is no longer on the roster.

(44) GM&O 950 was originally GM-EMD demonstrator 434 (SD40 on an SD35 underframe), then GM&O 950 (1966).

(45) IC 7000 was originally GM-EMD demonstrator 4351, then IC 7000 (1/71).

(46) ICG 8850 was rebuilt to ICG 7850. IC 8851 was rebuilt to IC 7851.

(47) GP7's and GP9's in the 8800-9400 series were rebuilt by the ICG into the 7800-8400 series and renumbered by subtracting 1000 from their original numbers. These units were rebuilt before the merger.

7904, 7909, 7950, 7955, 7957, 7960, 7961, 7974, 7966, 7968-7969, 7971-7972, 7976, 7978-7979, 7981-7983, 8001, 8003-8004, 8009, 8012, 8014, 8019, 8022-8023, 8025, 8030-8036, 8038-8041, 8044-8045, 8047, 8051-8052, 8055, 8056, 8058-8060, 8063-8066, 8068-8073, 8075-8079, 8081-8084, 8087, 8093-8094, 8096, 8100-8102, 8106-8107, 8111-8115, 8121, 8133-8134, 8139-8140, 8142-8143, 8148, 8150, 8158-8161, 8163, 8165-8167, 8169-8171, 8175, 8177, 8179, 8181, 8184, 8187-8188, 8190-8197, 8199, 8210-8213, 8215, 8222-8228, 8230, 8233-8236, 8247-8248, 8250, 8254, 8256, 8258-8260, 8266-8270, 8280, 8266, 8288-8289, 8293, 8306, 8316, 8318, 8321, 8322, 8328, 8332, 8347-8348, 8362, 8392. Also 8109.

The following units were rebuilt after the merger: 7852, 7901, 7902-7905, 7953, 7970, 7984-7999, 8002, 8005, 8007, 8011, 8013, 8017-8018, 8020, 8026, 8029, 8049, 8053, 8062, 8067, 8074, 8085, 8105, 8108, 8118, 8120, 8125, 8127, 8128, 8141, 8144, 8146, 8149, 8151, 8152, 8155, 8162, 8164, 8173, 8176, 8180, 8183, 8189, 8204-8205, 8207, 8209, 8220, 8229, 8243, 8245, 8251, 8257, 8271-8279, 8281-8282, 8285, 8287-8294, 8300, 8303, 8316, 8326-8327, 8329, 8351, 8357, 8390, 8391.

The following units have nonstandard horsepower ratings: 1850: 7957, 7964, 7966, 7971, 7981, 7992; 1500: 7960-7961; 1750: 8038, 8052; 1800: 8107; 1600: 8285, 8287, 8290-8292, 8294.

(48) IC 8975, 8959, 8977, 8973. 8801 renumbered IC 8258-8260, 8266, 8269.

(49) IC 8267-8268, 8270, 9391 were originally SP 5700, 5801, 5683, 5656; then SP 3532, 3664, 3516, 3489; then IC 8267-8268, 8270, 9361.

(50) B&O 6674 was originally C&O 6125, then B&O 6674.

(51) IC 8908, 8958, 9218, 9320, 9336 were scrapped. IC 8951 was sold before the merger. ICG 8959, 8973, 8975, 8977, 9213, 9307, 9321, 9332, 9347 are no longer on the roster. (52) Omitted.

(53) IC 9441 was originally MC 211, then IC 9441.

June Roster Corrections

The printer made two minor goofs on correcting the proofs of our Gulf, Mobile & Ohio roster (June '74). The group of locomotives following 661-664 should be 700; 701-728 (1st). Locomotive 1102 was renumbered ICG 1266.

The Missouri Short Lines roster (also June '74) appeared with a few typographical errors. The first railroad listed should the Alton & Southern. MI 968-969 were built in 1954. The first paragraph of the notes should read: Roster is based on data from TRRA's vice pres., and gen. mgr.; Proler International's secretary; Blue Diamond Coal's supply mgr.; TA&S's mechanical supt.; Weirton Steel's supt. of transportation: Sidbec-Dosco's traffic dept.; W-W Ry.; Duval Sales' traffic mgr.

Note 28 should be (28) SJB 10-12 renumbered SJB 6006-6008. SJB 6006 scrapped (9/27/63). SJB 6007 sold to Precision Engineering (8/10/65); then to Pickens Railroad, renumbered 4; then to Golden Tye Corp. SJB 6008 traded to GM-EMD for new MP power (2/15/66).

A few printer's errors appeared in our Illinois Central roster (July '74): Notes 21, 22, R apply to unit 8259. 9465-9484 are railroad class SW9. 9400-9414 (2nd) are railroad class GP18.—Sy Reich.

IC rebuilt E8A unit 2024, ex-4032, shown at Centralia, Ill., in '68.
Photograph by Burrell P. Spieth

PASSENGER TRAIN SURVEY

ALTHOUGH the Southern Pacific has long been hostile to intercity passenger service which cannot be operated without a loss—and understandably so—it is now running large display ads in newspapers with some regularity in an effort to build up its San Francisco commuter patronage, reports Col. William Q. de Funiak, 223 Trevethan Ave., Santa Cruz, Calif.

One such ad asks, "Why 'buck' your way up and down the Peninsula to go to work?" Illustrated with a clever cartoon of a motorist shelling out dollars for gasoline, it adds, "Cut your cost of commuting in half." It gives comparative figures for driving a car, riding a bus, and traveling by train and points out that rail travel "would be a bargain even if it cost twice as much."

But the plugs which really surprise us are Amtrak advising its passengers to take a bus now and then! Its new *All-America Schedules*, which presents timetables for all Amtrak trains serving more than 400 cities and towns on its nationwide 24,000-mile system, states: "If our trains can't take you all the way, finish your trip by bus," mentioning by name "Greyhound, or Continental Trailways, or any other convenient bus line." Now we've seen everything.

NEW YORK'S Senator Jacob K. Javits has urged Congress to amend Amtrak legislation to insure service among all major urban centers. He told the Senate Commerce Committee that current rail passenger service is such that many people are forced to use other modes of transportation. He said only one percent of U.S. intercity travel is by rail, while 87 percent is by automobile, 10 percent by air, and 2 percent by bus.

"If we are seriously to attack the major components of inefficient energy utilization, of which the transportation sector is the most blatant example," he testified, "dramatic shifts in these percentages are essential."

The Javits proposal would require Amtrak to provide direct service between all large cities 100 to 300 miles apart and also would require service from major urban centers to heavily used recreation areas.

WITHOUT WAITING for Congress to act on the Javits testimony, Claude S. Brinegar, U.S. Secretary of Transportation, has ordered Amtrak to restore Boston-to-Chicago rail passenger service via Buffalo. An Amtrak spokesman says it could not be started until late fall and would "put us $40 million in the red initially," besides raising other big problems.

Amtrak has only 2,030 passenger cars on hand and not one will be available for the Boston-Chicago run "at least until the summer vacation crunch is over," a spokesman says. "If I were going to buy a ticket from Boston to Chicago, I wouldn't do it much before October or November at the earliest."

The order for Amtrak to organize the Boston-Chicago run is based on a section of the 1974-75 Railroad Act which requires the Secretary to open at least one experimental run each of those years. Each experiment must last two years. The Amtrak spokesman says "market and demographic studies" indicate the expanded service eventually will be an economic success.

There are certainly problems involved in reviving a route that has not operated in over ten years. The old New York Central once ran three or four trains a day between Boston and Chicago.

Twelve miles of passenger track to Boston near Albany, on which the NYC ran, have actually been ripped up! But the Amtrak spokesman says: "We don't necessarily have to use that 12-mile stretch. There are alternate routes."

The principal freight routes between Albany and Boston are via the Boston & Maine and the Boston & Albany. But neither of these connect with the Albany, N.Y., passenger station so Amtrak would have to use some alternate trackage there.

Even so, Amtrak considers the Boston-Buffalo section the least of its problems. It already operates passenger service between Boston and Springfield as part of the Boston-New York service and between Albany and Buffalo.

"Our real headaches begin west of Buffalo," the spokesman points out. "We have no passenger trains operating there and have had none since 1972."

MEANWHILE, Amtrak is getting $347 million in loans from the Federal Government so it can buy new equipment as well as modernize and repair the stuff it's got. This is the biggest outlay since the end of World War II to improve rail passenger facilities. Major beneficiaries will be travelers in the Northeast corridor, between Boston and Washington, where about half the intercity rail travelers of the nation are concentrated.

Amtrak will spend: $24 million to buy 57 *Metroliner* cars; $82 million to buy 200 single-level regular passenger coaches: $8 million for 11 electric locomotives; $65 million for 135 new diesel engines; $18 million for six turbine-powered French-built train units; and $148 million for construction and repair of rail facilities and equipment, including new stations and parking lots, fixing up old passenger cars, and repairing locomotives.

The New Haven line of Penn Central will buy 100 new commuter cars, which it needs urgently, with a Federal grant of $49,580,000 awarded to the Connecticut Department of Transportation. This sum is 80 percent of the estimated cost of replacing 97 cars that the road has been using since the early 1950s. Connecticut and New York states will pay the remaining 20 percent. The Federal grant is really substantial.

EDNA ST. VINCENT MILLAY'S poem about travel, which ends with these words,

But there isn't a train I wouldn't take,
No matter where it is going,

is often quoted. Less well known, however, is the fact that Joyce Kilmer, whose most famous poem is entitled "Trees," wrote the following lines:

The midnight train is slow and old,
But of it let this be said,
It carries people home to bed.
My cottage lamp shines bright and clear.
God bless the train that brought me here!

MONTREAL'S big commuter system has been growing for 81 years, reports *CP Rail News*. Back in 1893 the Canadian Pacific began serving commuters. Gone are the rich green pastures and farms that dotted Dorval, Pointe Claire, and Beaconsfield Hudson. The summer retreat of 25 years ago is now a populous community. Daily, 24 trains sweep up and down the rails serving Montreal's nearby communities. Here the pride of railroading still exists. Employes are up before dawn, prepar-

The majestic Reading Terminal trainshed, Philadelphia, built in 1893. Photo taken from Boyertown Building, June, 1974.
Bob Storks, 1421 Arch Street, Philadelphia, Pa. 19102

ing the equipment for morning runs into Montreal.

Rigaud, the farthest western terminal, 45 miles from Montreal, is bustling at five a.m. Within the next two hours three trains will leave the station. The other major western terminal for suburban trains is Vaudreuil, which has seven originating from its sidings.

The scene is much the same as is was years ago. Many stations still have the early 1920s look. But the trains have changed. Instead of wooden-bodied coaches and steam locomotives of the 1950s, cars glide quietly over the rails. To supplement the fleet, rail diesel cars make numerous runs, providing not only first-class chair comfort but also temperature control in summer and winter.

And, the Montreal commuter network doesn't stop there. Suburban trains also cater to residents to the north of the big city as far as St. Therese and into the eastern townships up to Farnham. Today CP Rail's commuter network serves some 8,500 people each day. With more passengers using trains, due to rising fuel prices, the outlook for Montreal commuters is anything but bleak.

A READER'S LETTER. You must have noticed, as I do, that Amtrak is making considerable progress, now that the gas situation has revived the interest in rail travel. At times, some of the railroad depots are thronged with people that begin to approach the eager crowds of bygone years. And if you want to get a train to or out of Florida, for example, you'd better reserve from a week to a month in advance, especially now, with fall approaching.

On a recent round trip to Virginia from Boston, Mass., I couldn't help but notice smoother riding, more attentive train staffs, spacious and clean and attractive cars, and good food with excellent, dining-car service. A London broil steak dinner complete cost me only $2.75. Furthermore, I found the trains mostly on schedule. The crews seemed to be making every reasonable effort to keep on time. And at Richmond, Va., I saw Amtrak people go out of their way to accommodate individuals who had no reservations—many didn't, but managed to get aboard.

Admittedly, there is still room for improvement, particularly in the shortage of motive power and rolling stock; but these problems should be solved gradually with the delivery of new equipment now on order.—Glen M. Kidder (author of *Railway to the Moon,* a popular book dealing with Mt. Washington Cog Railway), 486 Great Rd., Acton, Mass. 01720. ●

HOGGERS ARE STUBBORN

BY CHARLES LAYNG

DAVE MORROWS and Al Sparhawk had lived next door to each other for thirty years and more, and hadn't agreed on anything yet. They had argued for a sum total of perhaps five of those years, and the only reason they hadn't argued more was because they only met occasionally, as their runs did not coincide.

Both had been easing the throttle on fast passenger trains between Sommerton and Metropolis for three decades or so. Dave on 42 and 43, and Al on 30 and 31, with this important difference: Dave's runs happened to be the *Moonbean* on the L&S, while Al's were the *Cornbird* on the rival R&P.

The roads more or less paralleled each other. but Dave and Al were worlds apart. The only thing they had ever agreed upon was the futility of non-railroaders and the utter imbecility of arguing with anyone but another hoghead.

Moreover, since they chewed the fat between the Morrows front porch and the Sparhawk front porch on summer evenings, in voices trained to carry above the roar of a straining Pacific, children of the neighborhood were known for their skill in profanity.

What had gone before, though, in acrimonious talk was as nothing compared to the battle royal these past few weeks. It began one evening when Al's somewhat generous nose had shown itself out of the front door and Dave shouted across.

"Well, Al, has that damned tin lizzie you're running on your streak of rust fallen apart yet?"

With a superior smile, Al paused to settle comfortably in his favorite chair, feet on the porch rail, and get his pipe going.

"If you're talking about our new streamliner," he said, "that marvel of railway mechanical engineering—"

The R&P man paused with a slightly pained expression as a single, insulting word came roaring across at him from the Morrows porch—a word that had something to do with the southern end of a horse going north. He took a few angry puffs at his pipe. Then he resumed his lofty air again, and went on in unruffled tones:

"If, as I'm trying to discover, you're referring to that marvel of mechanical ingenuity, that model of economy and dependability, *Fleetwing*, operated by the world's most progressive railroad—"

"*Fleetwing*, huh?" Dave snorted. "A damned good name for it. A bug's got wings, and if ever an engine was full of bugs—"

"The R&P," Al told him in tones maddenly soft and sure, "has the fastest thing on rails."

"The hell you say!"

"Swear all you want, Dave Morrows, but that doesn't alter the fact that the *Fleetwing* made a test run from Sommerton to Metropolis today in four hours and fifty minutes."

"I don't believe it," Dave gasped.

"Then go down to the dispatcher's office and look at the trainsheet, or wait until tomorrow when it'll be on the front page of every paper."

The argument ended there, for Dave got out of his chair and stamped into the house, slamming the screen door behind him. One thing he'd always been willing to admit—privately, of course—Al Sparhawk *usually* told the truth, and *always* about important things; but this was too much.

Sommerton to Metropolis in four hours and fifty minutes, indeed! No one in the world—except possibly himself, Dave Morrows—could average seventy-five miles an hour on that those tracks, even with a steam engine, let alone with a diesel that used oil and electricity and who knew what the hell else for motive power.

That's what Dave told himself over and over as he lay in bed, trying to sleep. Somehow, though, sleep didn't come for a long time, because in his mind was an uneasy premonition.

DAVE MORROWS had never kept his ear drooped over the grapevine telegraph. He'd always done a man's job—that is, a railroader's job, in railroad fashion, to the best of his ability, and to hell with rumors.

So he was astonished, when he sauntered down to take the *Moonbeam* north the next morning, to find an excited group of brass collars clustered about. Something was in the wind. Why, there was the Old Man himself, the general manager of the L&S and—could it be? Yep, the vice president in charge of operations, and even the president of the railroad!

Dave frowned. Whatever was up, they had no business swarming over his engine. Then his eyes lighted. There was Tom Russell, his gray-haired superintendent. This fighting bantam, a hundred and twenty-odd pounds of dynamite, wouldn't tolerate any monkey business, no matter what was afoot. The old hoghead hesitated, scratched his ear, and looked inquiringly at the superintendent.

Tom smiled. And when he did, you could see why the men liked him in spite of his pungent oratory in hauling fellows over the carpet.

"Dave," said the super, "did you know that the *Fleetwing* ran from here to Metropolis yesterday in four hours and fifty minutes?"

The old hoghead nodded vaguely. So Al Sparhawk hadn't been slinging the bull after all. It *was* true! By some miracle, that damned caterpillar, that articulated monstrosity, had managed to hold together without shucking any of its innards over the right-of-way.

Tom went on to say that their own road, the L&S, had been lengthening the spirals on its curves for some time, and increasing the superelevation in some places.

"So you see, we had some idea this might happen, and we weren't caught napping entirely."

Dave was still adjusting his mind to the shock. He listened quietly as the super continued:

"Our track's ready, and we've got your old favorite, the 1813, groomed down to the last inch and rarin' to go. Everything is in the hole for you this morning. We've got every crossing protected and every mail-crane and waterspout wired back except those you'll be needing. Now it's up to you."

"What do you want me to do?"

"Listen, Dave! We want you to take the *Moonbeam* from here to Metropolis within five hours or less. That'll give us some publicity at least to counteract the avalanche the R&F got this morning and prove to the public that our road isn't dead yet. Can you do it?"

"Who made that run for R&F?" the old hoghead evaded.

"One of the men from the factory where the *Fleetwing* was built."

"Well, Tom," said the engineer, "if a grease monkey can do it in a tincan, me and the old 1813 will sure make a stab at it—"

Tom looked up doubtfully. He didn't like Dave's rather meek tone.

"—but I can't do it unless you get that bunch of jack-in-the-boxes out of my cab," Dave added with a scowl.

The super grinned. "You'll have only your fireman and the road foreman of engines with you."

"Don't want any road foreman," the runner grumbled. "Put him off on some freight jack where he can teach the diamond-pusher to save a pound of coal every trillion miles."

"But this man is Hildreth. I brought him off the second district specially."

"My boy, Hildy? Well, why'n hell didn't you say so in the first place? I can still fan his pants for him, big as he is, if he gets obstreperous. Why, here he is now!"

The grizzled engineman got into his cab as Hildy came up, and Tom Russell went back to see the conductor.

DAVE glowered as a young giant smilingly climbed in beside him. Dave was proud of his son, who had come up fast in railroading; but he'd never let Hildy know, not if he could help it. Grumpily he stalked over to the left-hand side to peer at the fire.

His fireman—big, slow-moving Olaf Halversen—had been running with Dave for twenty years, off and on. Olaf's blond hair was getting scant and tinged with gray.

As usual, however, the old runner merely grunted his approval after a thorough inspection, and went about his invariable rites of seeing that the 1813 was in order. There was a perfect understanding between man and machine. Indeed, to Dave the 1813 was no mere machine. She was more human than any of those dim personages in the world outside of railroading.

Carefully he indulged in a minute or two of what seemed to be aimless puttering. He was the fastest runner on the L&S, but you couldn't hurry him. He was oblivious to the plight of his fat and sweating conductor, Pat McCall, who, far down the train, was waiting for the grizzled head to be stuck out of the engine cab, so that he might give the highball.

Still leisurely, Dave saw to it that his pipe, tobacco, and matches were in their accustomed places, and that his frayed seat cushion was located to the exact fraction of an inch.

Hildy spoke up: "Want me to take her a while, Dad?"

Dave pushed his son unceremoniously aside and climbed into his seat, but Hildy only grinned. He knew you had to make the old man mad to get the best that was in him, and the elder Morrows needed his best this morning —no question about that.

At a signal from the frantic conductor, Dave inched his throttle along the quadrant. The 1813 and the *Moonbeam* seemed to give an anticipatory quiver. The big locomotive leaned forward like a marathon racer leaving his starting point, and the train slid out of Sommerton station with the fluent ease and lack of clangor and bang that constituted a typical Morrows start.

"Kid," the old hogger called across to his son, "they've certainly given us the railroad this morning. They've got the facing point switches spiked even here in Sommerton yard."

Hildreth waved a cotton-gloved hand and started to reply, but stopped at the intent look in his father's face.

Dave was listening to the 1813. Every bang, every chug of the exhaust, every sound down to small tinkles here and there, meant something. His ears were attuned to the slightest irregularity that could occur in this intricate engine, for all her rugged strength.

As they passed the yard limit board, he opened her up a bit for the short tangent before they entered the sweeping curves that would lead them into the steep adverse grade over Knowlton Mountain.

IN THE DISPATCHER'S office, the trick men, *blasé* with years of holding the responsibility of thousands of lives in the palms of their hands for eight hours a day, tightened up as they leaned over the empty tobacco cans they used as amplifiers on their telegraph instruments.

A furrow etched the brow of Ed Barrow, chief dispatcher, as his knuckles showed white where he clutched the side of his desk. This, indeed, was a sure sign of the importance of the run, when even these hard-bitten veterans could be stirred.

Meanwhile, the 1813 bit into the first of the curves, while Hildreth and Olaf Halversen anxiously watched the set of Dave's jaw. Presently, they both sighed with relief. The old runner had reached for his pipe and tobacco—a sure sign that, so far, all was right with Dave Morrows.

The 1813 was in form. That she was, he knew beyond question now, as he hit each curve at exactly the topmost safe speed, without slowing down any more than he had to. The big Pacific was spurning the rails with each of her three pairs of drivers in a symphony of energy, power, and speed, responding to every touch of the master's hand.

A panorama was unrolling itself in Dave's brain, the panorama of the Sommerton Division. Night and day he had pounded over it. While the railroad was ever changing, Dave and the 1813 detected each change the first time they traversed the altered track; detected and noted it, and made subconscious allowances for it where necessary on the next trip.

A slightly different note to the song of the 1813, a somewhat more labored effort at chugging, told him that they had hit the first of the ascending grade, long before even his practiced eye could detect it. Up and up they went, under the impetus of that flying start around those curves, which, if the truth be known, had been taken today faster than Dave had ever taken them before.

The 1813 had swayed and pitched alarmingly in rounding them, while Hildy and Olaf had swung and lurched in their seats with unaccustomed violence. Hildy looked across at his father once or twice, but Olaf paid strict attention to his mechanical stoker.

Dave knew his job. If he wanted to run her off the rails, that was all right with Olaf. The fireman's single-minded loyalty was centered in the grizzled driver, and in the firebox of the 1813 which seemed quite as much a part of Dave as did the broad shoulders.

Besides, Olaf had gone to firing from a Swedish farm where a crowbar was just about the most complicated piece of machinery, and, while he'd learned to manage his stoker and keep a mathematically even fire, it occupied all of his attention.

BACK in the chair car with the other brass collars, little Tom Russell noted the unaccustomed sway and

lurch. He noted, too, that they were sweeping up Knowlton Mountain at unaccustomed speed. If anyone could do it, Dave could, Tom had said, and he chuckled to himself as he saw how well it was being done.

Groups of passengers were beginning to gather in the observation-club car. Word that they were participants in a record run had got around, and they wanted to see the twin streaks of steel spurt from under the wheels and go spinning toward the horizon.

Up and over the shoulder of the mountain they went; while in the cab, on the left side, Hildy looked at his watch and whistled.

"Averaging sixty-two to here, Dad," he called, staring across at his father unbelievingly, "and we're by the summit of the mountain! Look's like we'll beat the R&F streamliner's record."

With a sweeping motion of his hand, Dave pointed forward, as much as to say: "You ain't seen nothin' yet." He was going to have a lot to tell that stubborn hogger, Al Sparhawk, next time they met.

Down the mountain they plunged, whirling around curves at speeds that Hildy would have deemed insane with anyone but his father at the throttle. Dad never wavered. The oldtimer had before him that dream of paradise for a runner—a clear track, guarded crossings and a handsome engine. What more could you want?

Down into the long tangent at the foot of the hill they roared, with the 1813 straining at her leash to get at the straight track and eat up the miles. Hildy's watch and practiced eye were telling him an unbelievable story. Eighty, ninety, ninety-five, those were easy and rapidly achieved; but then the struggle began, as Dave labored to get speed, speed, and still more speed, out of the 1813.

Gently but firmly he coaxed her onward. Landmarks were beginning to swim in Hildy's eyes, but Dave held on grimly as the needle climbed, slowly but surely up to the hundred mark, hung there briefly, and went on up. One hundred and ten, one hundred and eleven, one hundred and twelve—was there no limit?

Back in the vice president's private chariot the speedometer went up to one hundred and fifteen and stuck there; the speedometer didn't go any higher. The occupants of that car lost all thought of danger as each tried frantically to clock the speed. Someone reported that his stop watch had caught 120 for a mile, and everyone grasped.

At this rate, Dave would beat the old record made by the New York Central's 999 years before. He'd already beaten everything in the way of records for sustained speed.

Suddenly the speedometer sprang into action again as the needle slid rapidly back along the dial. For no apparent reason they were slowing.

BEFORE Dave and the 1813 the track stretched long and straight, and in his heart was a surging ambition to equal and beat the all-time record. With the 1813 performing as she was, there was no reason why it shouldn't.

Then there flashed through Dave's mind the thought of the new track work at Oakville, where they were building an underpass for a highway. The roadmaster hadn't given him any slow orders for it, but the last time Dave and the 1813 had gone over that section it hadn't felt exactly right.

Still, he'd need a long time and a long stretch of straight track to get up to this speed again. Hell, it couldn't be done! This straight track through Oakville was the longest tangent on the L&S. It'd have to be here or never!

Carefully he slid her into hitherto unused notches, shouting a stream of orders over the din at Olaf. It is doubtful whether that stolid Swede heard them, or would have paid any attention if he had. He'd been on fast runs before, and he knew what was wanted, even though this was the fastest run of them all.

The underpass at Oakville came rushing toward them like a swift comet dragging a tail of freshly turned earth behind it, where the highway burrowed into the ground to get under the rails.

Suddenly, then, they began slowing down. The din in the cab was such that talk was impossible now, but Hildy looked across at his father questioningly. Dave jerked a thumb over his shoulder toward the rest of the train and Hildy understood.

For the glory of breaking the all-time record, Dave Morrows would have staked his life and even that of his son, but the habits of a lifetime were too strong. Glory or no glory, he had a trainful of passengers to think of—a duty he couldn't shirk.

While the 1813 seemed to be restless under the check-rein in a manner that cut Dave to the quick, he slowed her down, until they crossed over the underpass at a safe and decorous speed. Presently he noticed that the track over the underpass looked safe for any speed, but that made no difference. He hadn't been sure, so he took no chances.

Still there was a job to do, world's speed record or not. Furiously and with all his strength and cunning, the grizzled hogger plunged into it. The 1813 had to be lifted and flung over that railroad in five hours or less.

Hildy walked over and put his arm about his father's shoulders. Undemonstrative as Dave usually was, he permitted it to remain there for a moment before he shrugged his shoulders.

Over the railroad they flew. The speed they attained was no mean achievement, around curves and up and down grades, Dave using his skill to get every possible ounce of speed over the difficult stretches. When at last the outskirts of Metropolis hove into view Hildy was yelling wildly, more like a kid than the road foreman of engines on a great trunk line.

Dave was glumly, solemnly intent on the business at hand. No. 1813 with the *Moonbean* behind her slid into the Union Station at Metropolis and came to a stop with the ease of a butterfly settling on a flower.

Waving away his son, the veteran clambered stiffly down from the cab. Tom Russell had hit the platform before the train had stopped rolling, and he rushed up to Dave now, waving his watch and jabbering incoherently.

"You did it, you old walrus!" he screamed, "You did it! Four hours, forty-four minutes, and twenty-two seconds. What a run, what a run!"

A slow smile came over Dave's face as he saw that stubborn hogger, Al Sparhawk, peering down at him from the cab of an R&F engine in a daze.

"Did you hear that, Al?" he called exultantly. "You and your streamlined tincans!"

Contempt and triumph fairly dripped from his tongue. He had shown them up. Then, with his son Hildy by his side, Dave Morrows headed for the station hamburger joint for a cup of coffee, blissfully unaware that he was the symbol of a vanishing race so far as the L&S was concerned.

In the executive offices of the railway, the chairman of the board was at that very moment, despite steam's record run, completing plans for the purchase of several new diesel-electric streamliners for the L&S. ●

IN SEARCH OF STEAM

Mike Eagleson

After being cleaned and primer-coated at Windsor Jct., *Georgia Peach* No. 4 of Scotian Railroad Society, Halifax, Nova Scotia, arrives via CN flatcar at Halifax in Nov. 1972. She was built by Baldwin as an 0-6-0 in August, 1911, for Jacksonville Terminal R.R. No. 4 had been with N.S. coal mining company.
Douglas Conrad, Box 306 Armdale P.O., Halifax, N.S., Canada

ROYAL HUDSON number 2860, a former Canadian Pacific 4-6-4, is now operating on the British Columbia Railway between North Vancouver and Squamish, B.C. The streamlined Hudson is painted in her ex-CP maroon and gray livery, but is lettered "British Columbia" and displays a crest of the Province on her smokebox front. A large sign lettered "British Columbia" adorns her pilot similar to the 1939 Royal Train which featured a sign on sister Hudson No. 2850 which said "Canadian Pacific." However, the latter engine was painted blue and silver for this honored occasion—not maroon and gray. No. 2860, an oilburner, has a natural stainless-steel boiler jacket, not a standard one painted gray. An unnecessary sign saying "Royal Hudson" is on the cab, beneath the window.

Another sister Royal Hudson—No. 2839 is still undergoing firebox repair in Northampton, Pa. She is owned by the Royal Hudson Locomotive Co. Ltd., of which I am president, and is leased to the Atlantic Central Steam Railroad, 607 Baldwin Ave., Norristown, Pa. Once repairs have been completed on the only Royal Hudson in the United States, steam trips will be run in the East. She will be restored *exactly* as she appeared in regular service.

AFTER SPENDING several years in California, a 23-ton 0-6-2T was recently unloaded in Hawaii for rehabilitation by the Hawaiian Railroad Society for the proposed public Plantation Cultural Park at Waipahu, near Honolulu. This 73-year-old steamer was built in the U.S. and spent more than half a century serving Hawaiian sugar plantations. Then she was sent to California for display, only to be returned to Hawaii. I wonder if any other locomotives have left the U.S. by ship more than once?

SCOTIAN RAILROAD SOCIETY 2-6-2 No. 4 (former 0-6-0) is now under repair in Nova Scotia, reports Doug Conrad, Box 306, Armdale P.O., Halifax, N.S., Canada. This 1911 Baldwin-built steamer started her career as a Jackson Terminal switcher. Later she was sold to the Southern Iron & Equipment Co. of Atlanta, Georgia. In 1930 she was bought by the Intercolonial Coal Mining Co. of Westville, N.S.

STEAM TOURS INC., P.O. Box G, East Akron Station, Akron, Ohio 44305, reports that its former Reading 4-8-4, No. 2102, now relettered as Delaware & Hudson No. 302, will be reconverted to her original appearance. I'm glad to learn that the new management of Steam Tours is historically minded enough to make this locomotive visually accurate. (Don't forget to remove that small wedge on the running board skirt that was added over the firebox! The Reading T-1's skirt turns upward at that point, while the D&H 4-8-4 remains parallel to the rail.) Steam Tours will be operating its popular "Allegheny Autumn Excursions" between Brookville and Kittanning, Pa., again this year. The scenery and locomotive performance on this line is fantastic. More trips are planned for 1975, and a double-header with Midwest's ex-GTW 2-8-2 No. 4070 is hinted.

THE FAMOUS former Northern Pacific 0-4-0T No. 1, named *Minnetonka* is now touring the Pacific Northwest with other Burlington Northern displays.

OCEAN CITY WESTERN is one of America's latest additions to the steam tourist roads. Operating between West Ocean City and Berlin, Maryland, small 2-6-0 No. 97—formerly Mobile & Gulf—will be the motive power. This small Mogul was built by Baldwin in 1925 for export to Cuba. The island country couldn't pay for her, so she was put in storage until 1932, when the U.S. Army bought her for use at Perryville Veteran's Hospital. In 1938 she was transferred to a base in South Carolina. The Mobile & Gulf purchased her as surplus in 1948 and used her into the 1960's.

A FORMER steam locomotive plant in the heart of the Paterson, N.J., historic district has been destroyed by a fire of suspicious origin and by the bulldozers that confined the flames.

The three-story structure on lower Market Street had, at different times, housed Grant's and Cooke's Locomotive Works and was part of an area under study by the National Parks Service for possible designation as a national urban cultural center. It was across the street from the former Rogers Locomotive Works, where some of the nation's early locomotives were produced. ●

Ken Perry, 931 Madison St., Victoria, B.C. V85 4C4
Royal Hudson No. 2860, ex-Canadian Pacific 4-6-4, shown with ex-CPR *Mountain Observation* coach 598 operated by British Columbia Ry. during summer months.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

WHY THE TRAIN WAS LATE

by Watson B. Berry

THE LEGAL HOLDUP, back in the 1890s, of a Montreal-bound excursion train carrying about 500 passengers was just another chapter in the saga of Ian MacIntosh, a barrister of upper New York State who was famed for settling cases out of court.

It all began with State Senator X, a noted lawyer and politician. When the senator died, the records of his estate were confused and incomplete. The documents displayed an unsystematic method of book-keeping. Among them were notations covering his five years in the State Senate. At the beginning of each year he had written the single entry, "Retained by the Grand Trunk." That was all. Nothing to indicate the amount to be charged or the nature of service, if any, rendered to the railway—and no hint as to whether or not the alleged service was paid for.

Now, while Mr. X's creditors are clamoring for money and MacIntosh is trying to put the estate on a sound basis, let us turn our attention to the Grant Trunk itself. This road had a branch from Montreal, Quebec, to Massena, N.Y., the latter point being also the Rome, Watertown & Ogdensburg Division of the New York Central. This branch handled a lot of freight to and from eastern Canada; but its regular passenger service was limited to one train a day in each direction, a two-hour run. During the summer months, the passenger business was augmented by chartered excursion trains. The trip was popular because it was cheap and allowed a full day of sight-seeing and shopping in the Canadian metropolis.

Quite a bit of petty smuggling of woolen goods and whisky was done on these excursions. United States customs officials at the border, being North Countrymen themselves, were complaisant in such cases. This matter probably had nothing to do with the reason why the Grand Trunk retained Senator X. It is mentioned here merely to assist in laying the moral background for events which followed.

Thus we get back to the Senator's estate. MacIntosh's attempts to collect from the railroad company met with a cold resistance. Assuming that the GT had not paid the Senator, MacIntosh first tried conventional methods of collection, politely recalling Mr. X's retainer and fixing a valuation of $5,000 for the five years.

A chilly reply from the road's general counsel, something in the nature of an annoyed lifting of the eyebrows, acknowledged the demand and said:

"Our records disclose no basis for this claim, which, in the absence of satisfactory supporting evidence, we must respectfully decline to entertain."

Mac showed the letter to Wat Banks, his student clerk and shadow; and Banks commented: "It looks as if they have no intention of paying."

"We'll see about that," Mac replied.

The two men went over the situation. Both agreed that the senator would not have written what he did in his docket unless the railway had retained him.

"The old general counsel of the Grank Trunk is dead," the attorney said, "and those Englishmen now running the show couldn't imagine a lawyer being retained without a formal recording of the fact."

In those days it was not uncommon for lawyer-legislators to be "retained" by corporations. This practice, while open to objection on ethical grounds, was well within the law.

"If we have to bring this case to trial," Mac went on, "I'm positive that a North Country jury would believe in the Senator's retainer, and the only real question to be decided would be its value."

"But you don't want a lawsuit, do you," Banks injected.

"No, Wat, we don't. There might be unpleasant implications. The road is a foreign corporation. Therefore, when we begin action we are entitled to a writ of attachment. That is the law. We'll grab something that will tie up traffic on a Saturday, when it will be impossible for them to give security for vacating the attachment. I fancy that will effect a quick settlement." Mac's eyes had a crafty gleam. "We'll slap a writ on the locomotive of the Woodmen's excursion next Saturday just before she is due to leave. That'll raise a rumpus."

BANKS drew up the necessary papers for his boss. Later he called on Sheriff Timmins with a warrant instructing him to take possession of the engine, specifying the date and time. Physically, the sheriff was a big and imposing man, but this front hid a timid soul.

"I don't like the idea, Banks," he demurred. "Why, I never heard of such a thing before. I've attached plenty of grocery stores and sawmills—never a locomotive. And besides, there is U.S. mail on that train. I don't want any trouble with the Federal people."

Mac's understudy sized up his man. He decided that intimidation plus an appeal to greed would pull the trick. So he said:

"Cut that out, Timmins! You know MacIntosh. He had one sheriff removed from office a few years back, as you are well aware, because he hesitated about doing his duty. You've got to climb into that engine cab, serve the warrant on Wes Stebbins, the engineer, take possession, and make him run her onto a siding. There'll be fireworks and a lot of cussing, and Pete Lewis, the Massena station agent, will burn up the wires to Montreal. Meantime, hang unto the engine till I give you word to let her go. That'll be when the Grand Trunk comes up with the money. I predict you'll go home with $5,000 cash in your pockets and your fee."

Sheriff Timmins finally agreed. When Saturday rolled around, the excursion train, twelve cars in length, began to fill up with holiday-seeking Woodmen and their friends. The lodge's silver cornet band, gaily attired, enlivened the occasion with music while people were boarding the train. Banks and Timmins arrived at the Massena station and headed for the locomotive. There was a look of exultation on the face of Mac's assistant, but Timmins' shaking hands betrayed nervous fear.

"I'm afraid about the U.S. mail, Wat," quavered the officer of the law.

"You're not attaching the mail," came the reassuring answer. "Let them get another engine if they can."

Meanwhile, the last passenger had scrambled aboard with his well-filled lunch basket, his reading matter, and his liquor. Engineer Stebbins, having finished oiling around and having perused his train orders, was looking out the cab window for the highball. At that precise moment Sheriff Timmins, with some reluctance, climbed into the cab, while Banks waited nearby on the platform.

Stebbins recognized his visitor. "Sorry, Timmins," he said, "but you can't ride with me. I was on the carpet a while ago for that. So you'll have to go back to one of the coaches."

The sheriff raised a protesting hand. "Just a minute. Wes! Much as I regret to do this, I've got a writ of attachment and I'm holding this here engine of yours right now. So uncouple her and run onto the siding. Here's the warrant, signed by Judge Poor. Read it."

Stebbins accepted the paper and glanced at it in bewilderment.

"All regular and shipshape," Timmins explained. "Suit for Senator X's estate. MacIntosh is the lawyer."

By this time the engineer had partly grasped the situation and cried angrily: "Why, you can't hold up this train!"

"The hell I can't! It's the law."

"And what if I don't uncouple her, but pull out for Montreal instead?"

Timmins reached into a cavernous pocket. "Well, if you're thinking like that, I'll have to arrest you first and put on the bracelets right now," he said firmly.

The engineer glared defiance, but had to admit: "All right, sheriff, you win." He read the warrant.

OBSERVING that something was wrong, the conductor and Pete Lewis, the station agent, came down the platform to get the facts. The matter was put to them in a few pungent words.

Being a practical railroader, long inured to trouble, Lewis saw in a flash that a neat little legal trap had snapped around them. After a few seconds' thought he asked: "What can be done, sheriff, to get us out of this mess?"

"Better wire the Montreal office. It'll take $5,000 and my fee to lift the attachment and release the old boiler."

Lewis went back into the station and furiously tapped out a message. Meanwhile, the excursionists had piled out of the coaches and crowded around the head end. One of them, himself a lawyer, harrangued the crowd as follows:

"Friends, this is a regular MacIntosh trick. The railway can't get this attachment lifted till they have gone to a judge and filed bonds. No judge can be reached for at least 48 hours. What Mac is doing here he calls the acceleration of payment. Stick around a while! The money will soon roll in, and then we'll pull out and get to Montreal maybe an hour late."

After a time, station agent Lewis emerged from the station waving a telegram. When he reached Sheriff Timmins and Wat Banks he announced joyously: "They offer $2,500 and will mail the check today."

Banks shook his head.

"Nothing doing, Lewis! Tell 'em that we must have $5,000 and the sheriff's fee." He stated the amount of the fee. "All this must be in cash. No check. Tell 'em to wire the money to the Massena Bank. As soon as the bank says it has the money, the case will be settled and the train can get going. That's final!"

Then came another wait. At length the brass collars at Montreal capitulated. A message received over the wire said the entire sum was being telegraphed to the bank. In those days, banks did business on Saturday.

Fifteen minutes later, the cashier of that institution phoned: "We are authorized to pay Sheriff Timmins $5,000 and his fee. The money is waiting. Come and get it."

Thereupon the passengers climbed back into the coaches of the Woodmen's special. Wes Stebbins opened the throttle and the belated excursion train finally got under way.

Legally, the case was closed about 75 years ago, and forgotten. But neither Ian MacIntosh nor anyone else has ever solved the mystery involving the kind of service that Senator X had rendered the Grand Trunk Railway to earn that $5,000 in cash for his estate. ●

Etched between Greek pillars is the tower of old New York Central station at Battle Creek, Mich., in June, 1974. Fire gutted tower interior last year. John Uckley, 414 W. 4th St., Monroe, Mich. 48161

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Is piggyback paying off for U.S. railroads?***

Yes. The roads set records in 1973 both for loading piggyback cars and the trailers and/or containers carried by them. Such carloadings for the full year totaled 1,543,198, which was 15.9 percent over the 1,330,932 cars loaded in 1972, and 14.8 percent above the previous record, set in 1969. A total of 2,671,360 trailers and/or containers were loaded last year, a gain of 18.6 percent over the previous high of 2,253,207 loaded during 1972.

2 ***Where is the most westerly railroad in North America?***

The Alaska R.R. at Anchorage, on longitude 150 degrees W. It is also the continent's most northern road—at Fairbanks, just south of latitude 65, about 130 miles south of the Arctic Circle.

3 ***When did steam operation end on the New Haven?***

In 1958, when Mike 3016 was reconditioned for a starring role in the movie *It Happened to Jane*, with Doris Day, Jack Lemmon, and Ernie Kovacs. You may recall the picture with its stirring scenes of the old J-1 bounding through the Connecticut countryside. The New Haven's last official steam run was on April 27, 1952, with two I-4 Pacifics, Nos. 1388 and 1372, traveling from Boston via Willimantic to Cedar Hill, just outside of New Haven, Conn. One of the great losses to railfandom was that when the New Haven offered some New England cities the J-1, its last steam loco, there were no takers! She was scrapped.

4 ***Where is the world's largest rail center?***

Probably Chicago, with some 7,800 miles of track and handling an average of 250,000 cars daily in its railroad yards.

5 ***Which are the longest railroad tunnels in (a) Canada and (b) the U.S.?***

(a) The 5-mile, 117-foot-long Connaught Tunnel on CP Rail in the Selkirk Mountains of western Canada. This double-tracked bore, opened Dec. 6, 1916, replaced the difficult route over Rogers Pass, which was threatened every winter with snow blockage, despite its miles of snowsheds. (Our June issue carried a fiction story on this subject: "The Hog's Back," by Edmund E. Pugsley.)

(b) Cascade Tunnel, on the former Great Northern (now Burlington Northern) mainline that runs between Spokane and Seattle. It is almost 8 miles long. Opened Jan. 12, 1929, it did away with an earlier line which climbed to a summit tunnel 2.63 miles long. While the Cascade Tunnel was being built, trains crossed the summit on a spectacular series of zigzags in a 12.25-mile route which had been opened in 1892 and was used until the tunnel was finished in 1900.

6 ***History, please, of the Twin Mountain & Potomac Railroad.***

This three-foot-gage pike was incorporated May 24, 1911, to run southward from Keyser, W. Va., just across the Potomac River from Maryland. It was opened to Burlington on Aug. 16, 1912, and to Twin Mountain on March 2, 1913. Rolling stock consisted of two locos, two passenger cars, 18 freight cars, and two service cars. Abandoned about 1918.

7 ***Any figures on how much was paid out in railroad retirement and benefits in 1973?***

Yes. According to the Railroad Retirement Board, $2.457 billion was paid in retirement and benefits, while payouts for unemployment and sickness made an additional $73 million. This represented a total increase of $288 million over the previous year. RRB attributed the rise to changes in benefit levels under the new amendments to the Railroad Retirement and Social Security Acts.

8 **Words wanted to poem, *"A Whistle In the Night".***

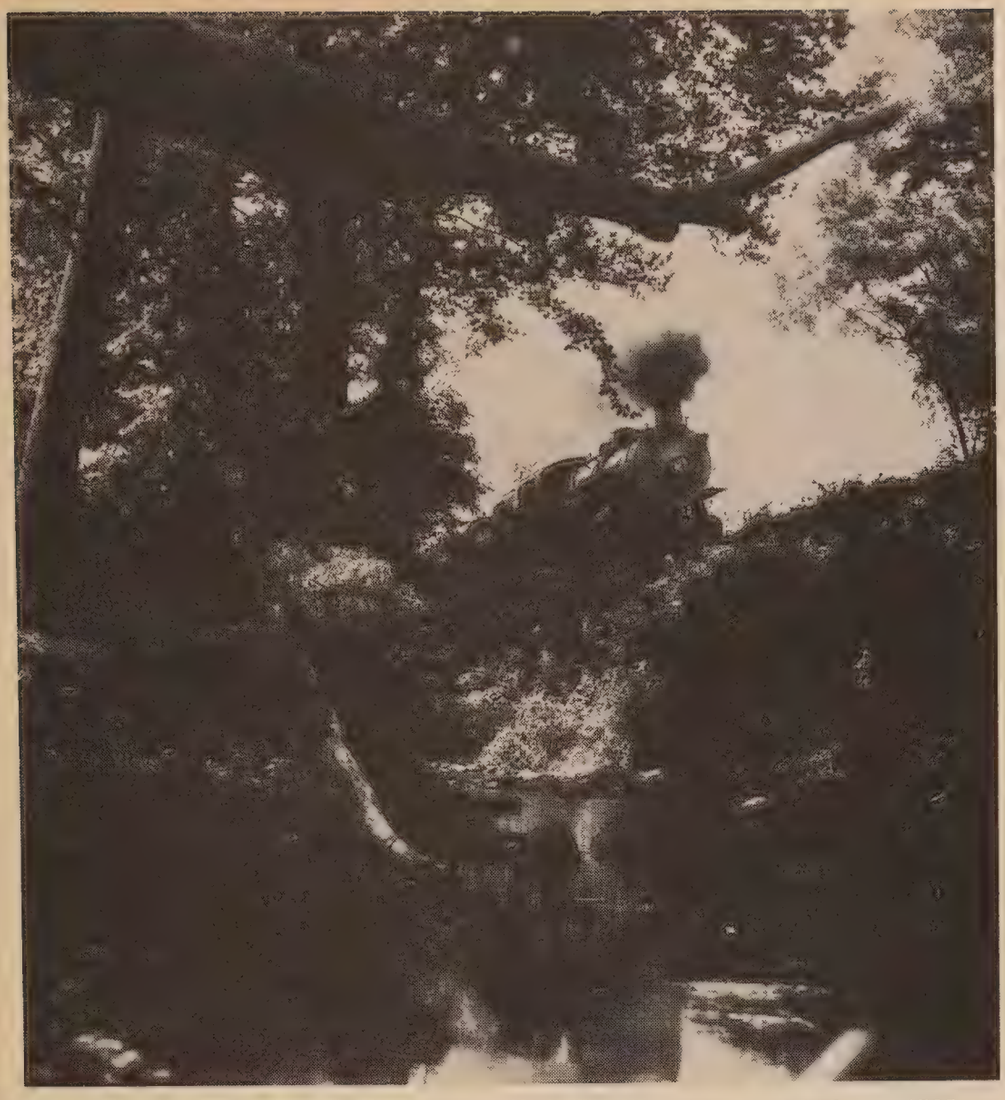
There's a lonely water tower and a pale moon shining down;
There's a warm and cheery sandhouse in a railroad junction town;
There's a lumber-loaded freight train puffin' up a desert grade
With hot wheels in the noontime whangin' out their serenade.
There's fire cracklin' loudly beside the right-of-way,
While over all is the purple haze that mourns the dyin' day.
Oh, the old and stirring pictures that flame up clear and bright,
When'er I hear a distant train go whistlin' through the night!
There's magic in its mournful wail—I can see the headline gleam
Around the cut, down the gorge, across the hidden stream.
I can feel the hollow rumble of the heavy, poundin' train,
With coach tops dully glowing in a pourin' midnight rain;
I can hear the clang of a crossroad bell and catch the signal flash,
And smell the stingin', acrid smoke that chokes the rocky gash;
There's a fleetin' glimpse of a farmhouse with windows scarred and white,
And these sweep by whenever I hear a whistle in the night.

9 ***What was the "Dutch clock" used on the Santa Fe in the 1870s? How did it work?***

This gadget, unpopular with railroad men, was set up in the caboose, where it noted and tape-recorded the speed at which the train traveled. A rule required freights to run 18 mph—no more, no less. The Dutch clock brought reprimands to freight conductors who had been trying to make up time after equipment failure common to most roads at the time. After much discussion, trainmen hit on a method of handling it. On the first sidetrack out of the terminal, the crew would uncouple the caboose, detach the loco, bring her back to the rear on the mainline, and couple her onto the van. Then the hoghead would slam the crummy into the standing train at a speed of exactly 18 mph. This so affected the clock's insides that thereafter it continued to register 18 mph regardless of the speed.

10 ***When was the first Norfork & Western loco built at the old Roanoke Machine Works?***

Consolidation No. 117, the first of many, had this honor in 1884 in what is now the Roanoke East End Shops. The engine had a tractive force of 22,848 lbs. and, with the tender, weighed about 86 tons.



The photographer got wet feet while taking this picture of Southern 4501 as she left the farm lands and ducked into the woods west of Rectortown, Va., on way to Front Royal pulling Washington, D.C., and Potomac NRHS trip July '74.
Bruce G. Saylor, 2836 Leon Ave., Audubon, Pa. 19407

11 ***When was the Burlington Northern formed?***

On March 2, 1970, by the merging of the Chicago, Burlington & Quincy with the Great Northern, the Northern Pacific, and the Spokane, Portland & Seattle. It operates some 24,519 miles of route with 1,987 diesel-electric units, including railcars; also 115,730 freight and 1,285 passenger cars, from Chicago to the Pacific Northwest.

12 ***Who was Edward Pease?***

He was a promoter of early English railways and a friend and supporter of pioneer locomotive builders George and Robert Stephenson. In 1818 Pease first projected the Stockton & Darlington Ry., whose 150th birthday British railfans will observe next year. In 1821 he met George Stephenson, whom he appointed engineer. Pease financed the construction of that railway's first engine, the *Locomotion*. The first S&D rail was laid in 1823; the line was opened in 1825. As a prominent Quaker, Pease was also active in efforts to abolish slavery.

13 ***When was Long Island Rail Road electrified?***

In June, 1904, installation began on the first stretch of line between Flatbush Avenue, Brooklyn, and Rockaway Park, some 16 miles. Electric operation was opened in July, 1905. Next month the first electric train ran from Flatbush Avenue to Jamaica. Juice service between Queens and Hempstead came in 1908. Two years later electric trains began running between New York's Penn Station and Long Island City and Jamaica.

14 ***What was the Pontiac-Pontiac Junction Railway?***

Incorporated in 1880, this Canadian short line was opened in 1887 from Aylmer to Waltham, Que., and had four locos, two passenger cars, and 52 freight cars. The Ottawa, Northern & Western absorbed it in 1902, the same year ON&W was leased to the Canadian Pacific for 999 years. Incidentally, the guys who signed that lease looked pretty far into the future.

15 ***Define "balanced compound locomotive."***

A steam engine with two high-pressure and two low-pressure cylinders. All cylinders were the same distance from the rail, with the high-pressure ones inside the frame and connected to cranks on the axle of the first pair of driving wheels. Both low-pressure cylinders, outside the frame, were connected in the usual fashion. The two pistons on the same side of the loco were opposite one another in movement, thus doing away with counterbalances and making negligible pounding on the rail. Hundreds of these engines were built up to 1910, mostly for fast passenger service. Just before steam's twilight days, most of them were converted into superheaters or were discarded.

16 ***Where was the first centralized traffic control system installed?***

On the New York Central between Berwick and Stanley, Ohio, in 1927. This stretch on the old Ohio Central Division was about 48 miles long.

17 ***I'm a carferry man on the Chesapeake & Ohio. Am I eligible for both Railroad Retirement and Social Security benefits payable at age 60?***

No, unless you are disabled. Social Security retirement benefits are available at age 62, but are reduced for early retirement. An employe must be disabled or age 65 to qualify for an unreduced Social Security benefit.

18 ***List the roads that made up the Texas & Pacific.***

Incorporated March 3, 1871, the Texas & Pacific R.R. assumed the name Texas & Pacific Ry. on May 2, 1872. This road took over by sale, purchase of capital stock, owned outright, or controlled the following lines: Southern Pacific RR. Co. of Texas (no relation to Espee), Southern Trans-Continental Ry.; Memphis, El Paso & Pacific; New Orleans Pacific; Mississippi & La Fourche; Avoyelles; Texarkana, Shreveport & Natchez; Natchitoches & Red River Valley; Donaldsonville & Napoleonville; Opelousa Gulf & Northeastern; Denison & Pacific Suburban; Ft. Worth Belt; Texas Pacific-Missouri Pacific Terminal RR. Co. of New Orleans, and the Weatherford, Mineral Wells & Northwestern.

19 ***What are "peddler" cars?***

Freight cars that contain lcl (less than carload lots) shipments for setting out and unloading on local runs.

20 ***Did the Reading ever have any 4-2-2's?***

Yes, they had three, all built by Baldwin. No. 507 came out in 1880. The others, 378 and 383, were built in 1895 and '96.

Running Extra

IN ANSWER to a query about Florida East Coast freights with no caboose, the management says, "The caboose is a non-necessity in our operation."—Seth Bramson, 8035 Cecil St., Miami Beach, Fla. 33141.

GEORGETOWN & GRAYS PEAK and Argentine Central were two different Colorado railroads, having no corporate connections. Neither started nor ended at Georgetown.—T. R. Grosvenor, 208 E. 26th N., Wichita, Kan.

WHO BUILT the Pennsy P54 cars? They were rebuilt in 1915 carrying the "50s" numbers. What years were they converted from steam cars to mu?—Ricky Trentacoste, 206 Allwood Ave., Central Islip, N.Y. 11722.

HOW MANY locos are operated by the Maryland & Pennsylvania and what are their numbers?—Mark Platts, 9 S. Keesey St., York, Pa. 17402.

CAN anyone tell me the following rails our train runs on? NCRM Co. Steel 1 80, FT 93 LLLL, A&RI&S Co. Troy Steel 1881 II, and MI&S Co. —Fred Steck, 12445 Hack Rd., Rte. 1, Reese, Mich. 48757.

FOR A BOOK I am writing I need original or favorite recipes of a regional nature connected with railroading. Also recipes or menus from dining-car cooks, section-gang kitchens, boarding-houses that cater to railroad men, and hobo jungles.—B. C. Coleman, 456 Columbia Ave., Merced, Calif. 95340. (*Note from Barbara*: You could get dining-car menus from some of Lucius Beebe's books. Furthermore, *The Railroad Caboose*, a book written jointly by William F. Knapke and Freeman Hubbard, devotes 27 pages to caboose cookery. The current issue of *Railroad Magazine* features an article written by a woman who, as a girl, helped to run a boarding-house for railroad men.)

YOUR info (Dec. '73) on CP's Saxon engines, while correct, was scanty. Twenty Saxon Ten-wheelers were built in Germany by the Saxon Engine Works, 1903-'04. They had 63" drivers, with various cylinder sizes, 22 and 33 by 26", of which many, between 1905 and 1912, were standardized to 20x26. They were listed as D-6ds. The original CP numbers were 961 to 980, renumbered in 1905 as 540-559. When CP renumbered again in 1912, the Saxons were untouched. The last one, 555, after running on the Dominion Atlantic for years with many of her sisters, was sold in 1947, to the Canadian Gypsum Co., Windsor, N.S. What finally happened to her?—Ernest Smart, Wilson's Beach P.O., Campobello Island, N.B., Canada.

ANY BOOKS around with info, history, and dates of steam locos built by Alco, Baldwin, and Lima?—K. C. Pugh, 27935 Baseline, Highland, Calif. 92346.

WHAT railroad, not far from Flagstaff, Ariz., had the initials BM&LP?—Wm. E. Kluge, Rte. 6, Box 18, La Porte, Ind. 46350.

I WANT info from anyone who knew or worked with my father, Philip F. Blay, on the New Haven Railroad. He was an engineer running out of Boston, and died in 1943. I'd like to know something about the engines he ran, where they went, and any experiences involving him. My son, a railfan, wants to know more about his grandfather.—Mrs. Marion Blay, 18 Wall St., Foxboro, Mass. 02035.

I SEEK details of head-on collision between two Katy passenger trains near Houston, Texas, on night of Jan. 8, 1924.—H. D. Thomason, 1302 E. 51st St., Austin, Texas 78723.

WHERE can I get an old Great Northern menu showing a small girl on front cover standing beside a young tree with the caption, "Two three-year olds."—Mrs. Bernice Greene, 500 N. Emerson Ave., Wenatchee, Wash. 98801.

ANYONE have addresses of manufacturers of reproductions of kerosene lanterns, such as Dietz, Handlan, Armspear, Adams, and Diessel?—H. R. Ulmer, 406 E. 64th St., Savannah Ga. 31405.

YOUR Jan. '74 issue mentioned a Dakota Div. on the Chicago & North Western. Any other roads have such a division?—Alfred Hower, Rte, 3, Box 332, Devils Lake, N.D. 58301.

WANTED: early history of Ohio Southern and Detroit & Lima Northern.—Leo Bruin, 668 S. Dana Ave., Lima, Ohio 45804.

A MENTION of the Fiddletown & Copperopolis cartoons that appeared in your magazine years ago reminds me that one of them was called "Yuletide Convivialty at the Roundhouse Gathers Guiding Spirits of the F&C." It was posted on the bulletin board in the Long Island R.R. roundhouse at Morris Park, N.Y., during the Christmas season for years. All the characters in the picture were renamed to include members of the LI working force, including even the cat.—Bill Rugen, Rte. 1, Box 98, Hadley, N.Y. 12835.

WHERE can I get Fibreglass replicas of loco builders' plates, as shown in your Feb. '74 issue.—Alf Trumper, 44 Peary St., Northgate, Brisbane, Queensland, Australia 4013.

RE PHOTO in your March '74 issue: I know PA's are smoky; but, like a a steam loco can they be made to smoke? If so, how?—David Aitkin, 1125 Anderson Lane, Santa Barbara, Calif. 93111.

RELATIVE to Dave Albert's reply regarding Boston & Maine 2-10-2 type, he erred in saying: "Alco built them all in 1920, except for the 3020 and 3029, which Alco built in 1923." Ten of these were produced in 1923 (3020-3029). The B&M sold only 8 of them to Maine Central, which renumbered them 651-658.—Elwin K. Heath, 21 Hilltop Ave., Barre, Vt. 05641.

ANYONE have history and/or pix of Middle Tenn. & Alabama R.R.?—Lewis Burdette, 301 Mockingbird Rd., S.E., Huntsville, Ala. 35803.

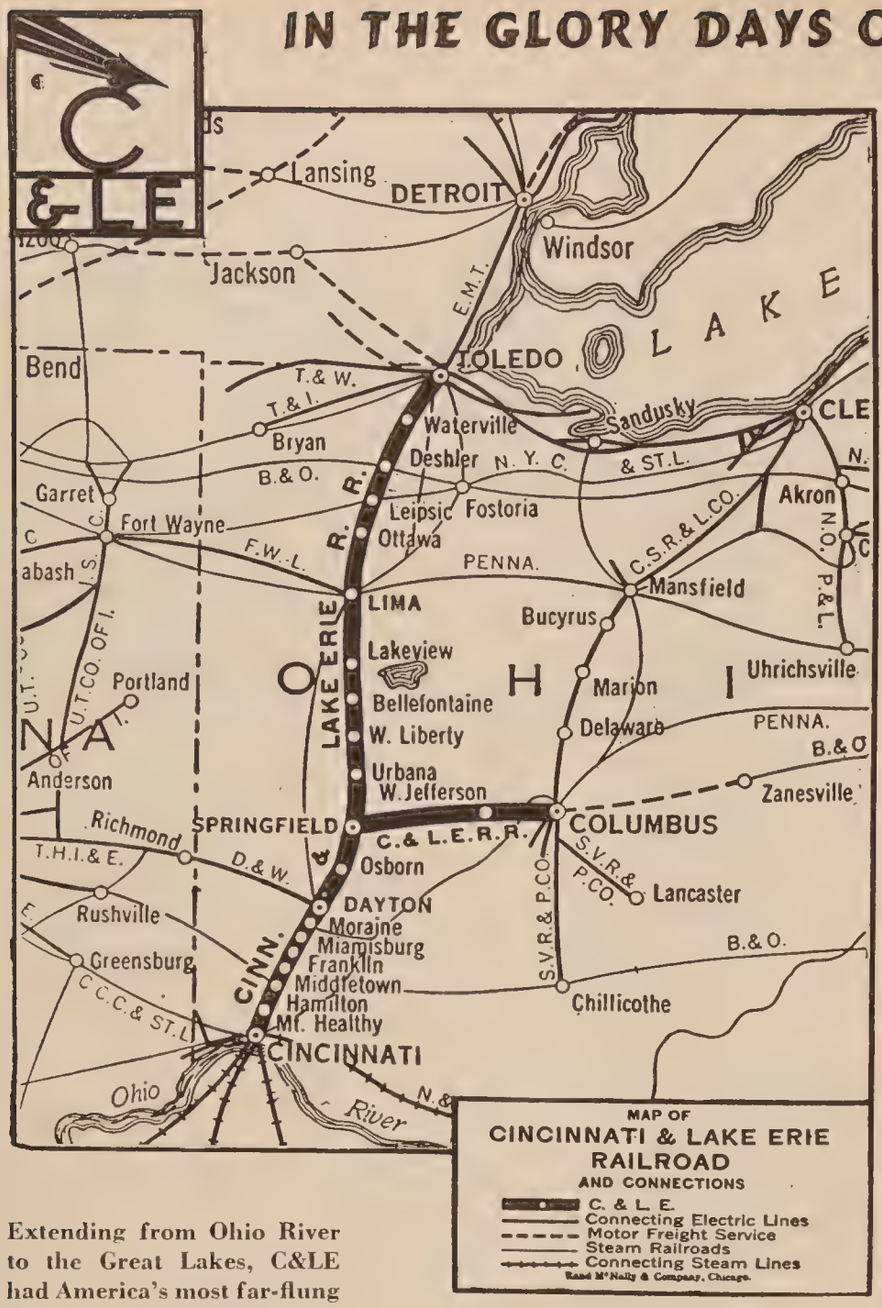
REGARDING an inquiry about letter S at end of a railroad tie, this is only for re-enforcement of the wood, that letter being used because of its ideal shape for this purpose.—T. E. Lipami (Penn Central fireman), 1052 Turnerville Rd., Pine Hill, N.J. 08021.

SOMEONE asked about the sternwheel steamboats owned and operated by the White Pass & Yukon Route. Two, the *SS Whitehorse* and *SS Casca*, sat side by side on the river bank here since 1952, when they were retired from service. Both caught fire and were totally destroyed June 21, 1974, apparently caused by transients camping on board. However, another old sternwheeler is left here on the river bank, the *SS Klondike*. Happily, she is in the final stages of being restored—only as a museum piece for the tourist trade, not for river service.—Charles Smith (former Canadian, National telegrapher), 8 Tagish Rd., Whitehorse, Yukon Territory, Canada Y1A 3P5.

Southern Ry. 82—car time freight, hauled by 2627 GP-30, 2660 GP-35, and 2554 GP-30, heading south through Raleigh, N.C., on an early warm afternoon in late August, 1972. Seaboard Coast Line freight on right will wheel northward.
Curtis C. Tillotson, Jr., College Street, Oxford, N.C. 27565

IN THE GLORY DAYS OF INTERURBANS

BY W. L. HAY



Extending from Ohio River to the Great Lakes, C&LE had America's most far-flung interurban system. Main line between Cincinnati and Toledo was 225 miles long, Columbus branch 44 miles. The road carried both freight and passengers, and died in 1 32.

NO streetcar can make ninety miles an hour, the wiseacres said to Thomas Conway, Jr., president of the Cincinnati & Lake Erie, a little more than forty-six years ago.

"This one," retorted Conway, "will make a hundred!"

He was referring to the twenty new, de luxe, high-speed interurban cars which his company had just developed for use on its through interurban line running from the Ohio River at Cincinnati to Lake Erie at Toledo, 224 miles, as well as an east-and-west road connecting with Dayton, Springfield, and Columbus.

This company had come into existence on January 1, 1930, when the Indiana, Columbus & Eastern Traction Co., the Lima-Toledo Railway, and the Cincinnati, Hamilton & Dayton merged into the Cincinnati & Lake Erie.

"Interurban cars are still a vital factor in American transportation," Conway said at that time, "and we're going to prove it by staging a race between one of our new trolleys and a small commercial airplane."

The contest was held on July 7, 1930, on the Dayton Division of the C&LE, the distance covered being from O'Neill's Junction to Alexandersville. A trim blue biplane piloted by Clayton C. Weaver matched its speed against interurban car No. 126.

Thousands of persons assembled to watch the unique contest. Many laughed at the idea of an "old-fashioned" trolley car presuming to race an airplane. They said the trolley would be left so far behind that the event would be a farce. But No. 126 was carefully

Cincinnati & Lake Erie car 127, built in 1930 by Cincinnati Car Co., was a sister to the 126, which made 100 mph.

Mirrored on the water. After the Cincinnati & Lake Erie folded up, 13 of its cars were sold to Lehigh Valley Transit. No. 120 became LVT 1007 and is seen here (right on the LVTright-of-way. The other car is ex-Indiana Railroad No. 55.
Both pix from collection of Bill Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46805

groomed for what was hoped to be the greatest run of its kind in history.

* * *

The interurban car presents a striking appearance as she moves to the starting line, resplendent in scarlet and gold enamel. Pulling the controller is motorman A. A. Smith. July 7th is the third anniversary of his service with the former CH&D and he means to make it a red-letter day. On board the 126 beside him are Truman Curtiss, general superintendent of the C&LE; H. C. Donecker, vice president, and Claude Porter, assistant superintendent.

Nearby, the biplane is poised in readiness for the take-off. In the cockpit with Weaver is Harry Eldridge, movie camera man. Posted along the right-of-way at key points are a newsreel cameraman, a "mike" man, and a sound recorder, also a photographer for the Dayton *Daily News*. Another cameraman is posted so as to take movies from a point between the ties of a trestle.

The crowd grows tense. Two white flags are waved. They're off! The airplane is leading! But wait! The motorman shoves his controller around to the last notch and opens wide the valve on his sander. The 28-inch wheels of the 126 bite the rail.

Now the interurban is gaining foot by foot on her rival. At the halfway mark they're running neck and neck. Smith whistles defiance to the sky craft. They flash by like twin comets, the airplane motor roaring overhead, the trolley whistle shrieking one blast after another.

The 126 has hit her stride now. She's coming up fast. A great shout goes up from the crowd. The interurban has forged far into the lead, gaining on her competitor with every turn of the wheels! Another cheer goes up as she tears into the home stretch and roars over the finish line, the victor! The biplane comes in several car-lengths behind.

* * *

The trolley's maximum speed on her record-breaking run was about 100 miles per hour, just as Conway had predicted. Average speed for the entire distance was 83.1 miles per hour.

Not content to rest on these laurels, the 126 later accepted a challenge to test her speed against a fast racing automobile. The second contest was held between Springfield and Columbus where the National Pike parallels the interurban's right-of-way. The champion car of the Cincinnati & Lake Erie left the automobile so far behind that it really wasn't much of a race.

In that same year, 1930, the new C&LE cars, equipped with luxurious interiors that included an observation-lounge compartment easily outspeed competing buses on the Toledo-Cincinnati run by more than an hour and 45 minutes. It would be nice to be able to say that these high-speed cars kept the interurban line running for many years. But the worst of the Depression years were then just ahead; and by 1932 the C&LE was in receivership. Seven years later the last of its interurban routes had been abandoned.

Although the C&LE was gone, the fast interurban cars found new buyers. Thirteen of them were quickly sold to the Lehigh Valley Transit Co. for its Allentown-Philadelphia run in Pennsylvania, where they lasted until 1951. Six others went to the Cedar Rapids & Iowa City Railway and ran there until 1953.

Finally, all except three were scrapped. The Seashore Trolley Museum at Kennebunkport, Maine, bought No. 118 from the Cedar Rapids road for operation over its museum line. Number 119, also from Cedar Rapids, went to the Ohio Railway Museum at Worthington, Ohio, where it was repainted and restored to its original design as C&LE speedster 119. It runs today, but at far below its once-glorious speed, for the museum line is only two miles long. The third former C&LE car is No. 111, bought by Lt. Col. Kenneth W. Fry from the CR&IC in 1953 and still operable. It was stored at Emporia, Kansas, until recently, when Fry presented it to the California Railway Museum.

Motorman Smith's speed record with the 126 still stands unchallenged and will probably never be surpassed, since the interurban mode of transportation, in this country at least, is now virtually extinct. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

TORONTO appears ready to order 200 new streetcars. At a meeting of the Toronto Transit Commission, the Metro chairman, Paul Godfrey, said it was ready to buy from a local firm, Ontario Transportation Development Co., which would design and build the vehicles. Cost would be between $200,000 and $250,000. The first 20 cars could be delivered in 1977. Final purchase will require the Province of Ontario to provide 75 percent of the cost, with Metro paying the rest. The cars would be similar to the Duwag design, now quite popular in Germany, reports Steve Scalzo of Chicago.

Also in Canada, the Montreal Urban Community, operator of that city's subway system, has awarded a contract for 423 new cars to Bombardier, Ltd., maker of snowmobiles. With the snowmobile market flattening out, Bombardier is seeking diversification. Its bid of $117,790,291 was next to the lowest. Although Canadian Vickers, Ltd. had the lowest bid, it was not accepted because the coupling system did not meet specifications. CV built the original 360 cars for the system in 1967. Delivery of the first units of the new cars is expected to take 19 months, with completion of the order by 1978. The cars will be rubber-tired and have steel flanges for switching.

An item in our May issue attributed the recent fire in the Montreal Metro to a flat tire on a subway train. Jean-Michel Leclerque, a reader in Divonne Les Bains, France, feels that we were biased in connecting the fire to the serious disaster on the Montreal line in 1972, since the earlier accident was not caused by rubber tires.

"If the rubber-wheel technology was so dangerous," he asks, "why did the Mexico City and Santiago (Chile) transit commissions adopt it?"

A Montreal reader, Peter J.C. Horn, 4201 Linton Ave. #6, H3S IT5, notes that the Montreal system has 6 percent grades, even one of 6.3 percent, making it too steep for adhesion running on steel wheels. He says the steepest adhesion grade in Europe is 7 percent. Of course, there are rack and pinion grades of 20 percent or more—even a grade of 48 percent on the Pilatus line in Switzerland.

Ex-Melbourne Birney car No. 217 made a special run in Melborune, Australia, last June 13 for the local traction museum which owns the historic trolley. R. Green photo. Australian Electric Traction Assn., GPO Box 1017, Sydney, NSW 2001

BIDS are being sought by the Chicago South Suburban Mass Transit district for 15 double-deck, air-conditioned, electrical rail cars for use on Illinois Central Gulf's commuter service. In addition, ICG will buy a car out of its own funds to replace one destroyed in the October, 1972, collision at 27th Street. The CSSM has also submitted a request to Federal and state transit agencies for funds for 20 additional Highliners.

The new Highliners will enable the retirement of 32 remaining old non-air-conditioned cars, which are nearing their 50th birthday, as well as providing additional equipment for expected ridership growth and for the new line extension to Park Forest South.

LOS ANGELES rapid transit planners have changed course again, apparently scrapping a $6.9 billion plan suggested by consultants in March. Now they propose a $9 billion network of 140 miles of rail and busways, according to Arthur C. Davis, 7323 Balcom Ave., Reseda, Calif. 91335. This change has angered L.A. officials who had put in many hours of hard work preparing the prior plan. Some of them feel it is only an effort to satisfy as many as possible of the 77 cities in the Southern California Rapid Transit District area without regard to the relative needs of people for mass transit.

The El Monte-Los Angeles busway —separated from highway traffic and using part of a former rail right-of-way —was formally opened its full length of 11 miles in June, the first of a kind in the nation. For the occasion, a huge paper sign reading "El Monte Busway —Transit Progress in Los Angeles" was prepared at a cost of $500 to the taxpayers. The first express bus, RTD No. 1099, was supposed to break through the sign at the opening of service. However, a brisk wind caught that sign before the event, tearing it into shreds. The new route is served by both RTD and Greyhound buses.

Comments Robert J. Swan, Box 1866, Long Beach, Calif. 90801: "The running time on the Busway is no improvement. In L.A. the bus must go nine blocks out of its way to get to the Spring St. contraflow lane outbound. In El Monte you're not in El Monte, but on a busway island in a sea of parking lots."

HOMEWOOD shops of the Port Authority at Pittsburgh, Pa., a 75-year old structure that serviced Pittsburgh Railways cars for most of its life, were shut down last October when PAT shifted its offices to a new $7 million structure. The move made surplus a great quantity of spare parts and shop equipment, which PAT offered for sale to the highest bidders. Learning of the plan, representatives of the nearby Arden Trolley Museum quickly checked the contents of the

Four-wheeled streetcar slides along rail on one of Lisbon, Portugal's picturesque cobble-stone streets in April '73.
William T. Morgan, AG3 OA Div. USS Saratoga CV-60, FPO New York 09501

Junction carbarn in Geneva, Switzerland. (Left to right) "standardized" motor-car 710, presently in operation; work motor-car 72, and motor-car 67, which will be preserved and exhibited by the Genevan Association for the Trolley Museum.
Yves Jault, Vermont 6, 1006, Lausanne, Switzerland

A four-wheeled California-combination car led the procession opening South Australia's Adelaide streetcar system 64 years ago. Last March 23rd, decorated in similar style, this same class car opened the Australian Electric Transport Museum at St. Kilda, 15 miles from Adelaide. The car was Brill-built.
Photograph by M.J. Hammond

giant shops, tagging some items on which bids were to be made.

In a spirit of cooperation, the Arden Group (Pittsburgh Railway Museum Assn.) contacted other trolley museums to learn their needs. Successful bids were placed on many items which, while no longer useful to PAT, were invaluable to the museums. Aside from several truckloads of parts and shop equipment obtained for Arden, at least six other trolley museums were able to buy badly-needed equipment through the original efforts of the Arden group.

From *Trolley Fare*, publication of PRMA, we learn that the Arden Trolley Museum has acquired Philadelphia double-truck snow sweepers C-125 and C-136. They plan to convert C-125 into a line car and use C-136 for parts. Arden members also have rescued the well-preserved bodies of former Monongahela West Penn interurbans 272 and 274, built by Jewett in 1918. These cars were in service until 1941. Trucks and other parts are on hand, so that the restoration of 274 to operating condition is expected in a relatively short time. No. 272 will be retained for parts.

AMID state hearings on the clouded future of Skybus and busways in Pittsburgh, the transportation committee of the Southwestern Pennsylvania Regional Planning Commission has devised a new transit plan for the year 2000—that's right, 2000—calling for what it terms a "super-subway," part of which would run under the Allegheny River between Oakland and the Northside. There would also be 30 miles of connecting busways, reports Donald K. Slick of Oil City, Pa.

At a cost of $1.2 billion (in today's dollar values), the sponsors feel that the proposed system could carry 500,000 riders a day and earn $900,000 profit a year! Although no definite type of vehicle is proposed, presumably the plan would retain Skybus as an integral part of the overall blueprint. If Skybus should be derailed, then a change to some other form of fixed guideway is envisioned.

These plans were poorly timed, coming while the fate of Skybus-type operations is being discussed. Hearings developed the news that the Pennsylvania Department of Transportation opposes any abandonment of downtown Pittsburgh railroad lines and favors improved rail transit rather than Skybus.

TRI-MET Board of Portland, Oregon, is taking an option on up to 20 used PCC cars from the Toronto Transit Commission at a cost of $7500 to assure their availability in case present plans to restore service on an abandoned interurban route at Portland is effected.

R.E. McMurdo of Waltham, Mass., cites an estimated cost from $15,000 to $20,000 each to rehabilitate the cars for the new light rail service to be reinstituted on the old route to Oregon City. In 1958 the operating company suddenly halted passenger service on the line, despite the Oregon Public Utilities Commission order that it be continued. On appeal, the state supreme court upheld the abandonment in an opinion that showed no justification for such action.

The reinstated line could probably handle 32,000 passengers a day. Cost of rebuilding it would be $1.8 million, with an additional $2 million to build a third track for freight service only.

BOSTON'S entire streetcar system envisions a massive rebuilding of tracks, apparently in anticipation of the new equipment due next year. Even the Watertown line, which saw its last trolley run June 21, 1969, will be re-railed. Currently, this route is used only to move cars from the yards to various operating lines.

During the summer, while the Riverside route was closed for new rail installation in the lower end, the cars ran the full length of Beacon Street, along tracks of another surface route.

NEW LEGISLATION has repealed the 1962 Covenant in which the states of New York and New Jersey agreed that the Port Authority would no longer be required to enter into any plans for money-losing mass transit. Governors of both states signed the measure. The 1962 legislation led PA to agree to take over and rehabilitate the debt-ridden Hudson & Manhattan Railroad.

Now, Governor Brendan Byrne of New Jersey has asked the Authority to indicate how far it plans to go to extend the existing commuter transit facilities in its area of 25 miles from New York City. The Governor doesn't want to subsidize money-losing transit operations (most all of them do lose money). His administration estimates that about $100 million in PA surplus revenues is available for capital or construction projects. These revenues come mostly from the tolls collected at the George Washington Bridge and the Holland and Lincoln tunnels. The PA's $100 million surplus could generate another $400 million in Federal funding under urban mass-transit legislation.

BAY AREA Rapid Transit system plans to begin regular service through the tube under San Francisco Bay this September 9th, thus completing the connection between Oakland and San Francisco. Transbay service was held up by the state Public Utilities Commission because of malfunctions in the computer automatic block system that controls the trains and determines if tracks ahead are clear. Modifications in the system aim at more safety

New Electric Publications

INTERURBANS OF UTAH, by Ira L. Swett, 148 pages 8½x11", with soft covers, is available at $8 from the author at 17309 Alexandra Ave., Cerritos, Calif. 90701. This is a greatly enlarged story of the state's five interurbans, the original of which Ira published in 1954 and has been out of print for a long time. With 52 more pages of pictures, the photo coverage is as fine as one could expect so many years after abandonment of all the lines. Also included are histories of each company, rosters, and maps.

IMPROVING NEW YORK'S TRANSIT SERVICE is the subject of a 10,000-word article in the April '74 issue of *CITY ALMANAC*, a monthly magazine published at 66 Fifth Ave., New York, N.Y. 10011. Written by Prof. William Vickery of Columbia University, it brings fresh ideas for the city's transit system, such as a variable fare structure, improved signaling, car design, and new types of financing. Copies of the April issue cost $2.75 each.

WHAT APPEARS to be the first of a group of short periodicals concerned primarily with bygone electric railway lines operated by the Canadian National in Ontario and Quebec may be ordered from Tom Gascoigne, P.O. Box 565, Oshawa, Ont., Canada L1H 7L9. The first issue is a four-page roster of the Oshawa Ry. Cost for the group (apparently 10) periodicals is $2 in Canadian currency, plus 10 self addressed size 10 envelopes. For U.S. readers, Canadian dollar money orders are preferred, as U.S. checks require an additional 4 percent plus 25¢ bank exchange.

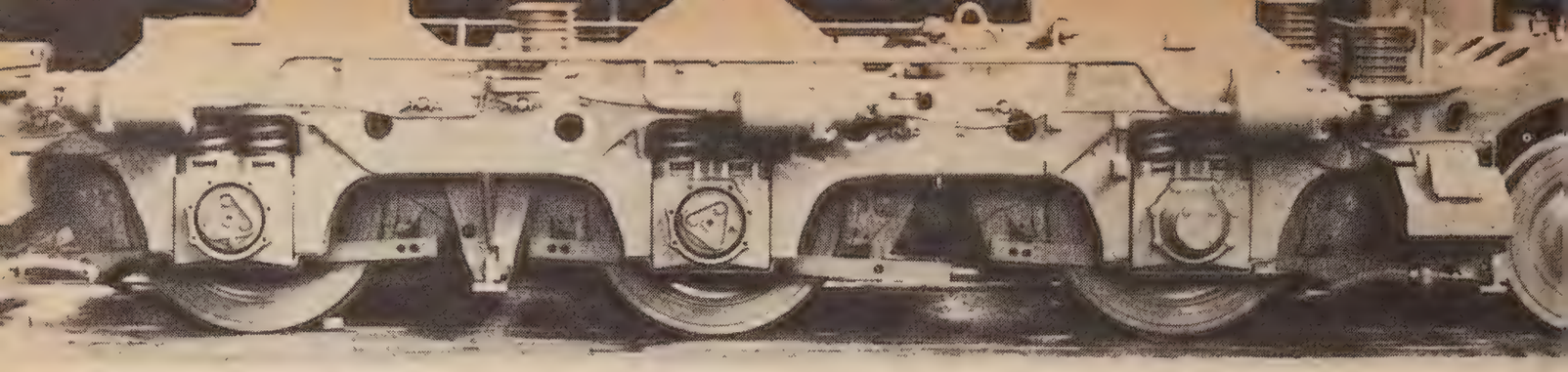
SOON to be published by the Connecticut Valley Chapter of NRHS is a history of the Hartford & Springfield Street Ry., an interurban line linking those two cities. There was also a branch line at Warehouse Point, running on right-of-way now owned and operated by the Conn. Electric Railway Assn. as a trolley museum. The H&S book will have 160 pages, at price not yet announced. A few months after its publication, the same chapter will issue a history of the Bangor (Me.) Street Railway. For details contact Roger Borrup, P.O. Box 232, Warehouse Pt., Conn. 06088.

Jamestown and Chautauqua Lake Trolleys, 40 pages, 8½x11", with stapled binding, is published by Fenton Historical Society, 68 S. Main St., Jamestown, N.Y. 14701, price $2.75. This book covers the three trolley systems that operated in the same general area: the Jamestown Street Ry., the Chautauqua Traction Co., and Jamestown, Westfield & Northwestern, from the earliest horsecar of 1884 to the last run of the JW&NW in 1950. Written by Harold J. Ahlstrom, assisted by several local railfans, it covers the building, operation, and eventual abandonment of the city and interurban lines, with many photographs, including maps and a roster. There is also a short reference to the connecting Warren & Jamestown and Buffalo & Erie interurban lines. We regret to say there are no individual photo credits. ●

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

Collection of Roy W. Jacobsen, 2051-59th St., Brooklyn, N.Y. 11204

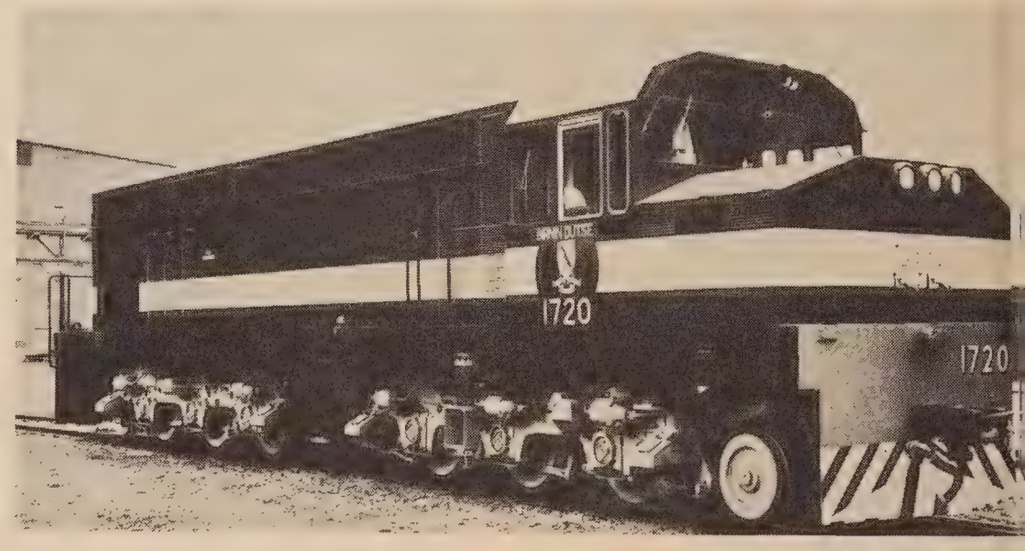
Horses and trolleys, and hardly a flivver in sight. This was Market Street, Philadelphia, Pa., during construction of the subway, in 1906, the year *Railroad Magazine* first appeared. Car on right was heading east toward the ferry to Camden, a short, but good ride on a hot July day.



This Nigerian Railways loco, shown below, is equipped with the newly-designed MLW-Industries truck (above) made especially for export by the Canadian manufacturer. Timken bearing-equipped truck includes newly designed pilot truck.

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON



HAWAII HEARD FROM: The Lahaina, Kaanapali & Pacific RR, on the scenic island of Maui, is operating Plymouth 0-4-0 30-tonner No. 45 these days, due to the energy crisis which forced curtailment of oil-fired steam operations. She is ex-Oahu Railway No. 45, the last locomotive purchased by that line. The LK&P rescued her from a scrapper on the main island of Hawaii and transported her to Maui last September.

This loco had been retired by the Oahu at the early age of 14, with only 2000 operating hours on her! The unique situation was caused by the failure of a planned containerized freight yard on the big island, for which the 45 was purchased. She was built in 1959 by the Fate-Root-Heath Co. (Plymouth Loco. Works), builder's number 6166, and is a true diesel-hydraulic, using a turbocharged caterpillar prime mover rated at 260 hp. Her gage is 36 inches.

When the Oahu sold her to the scrap yard, W.A. McGrath of the Hawaiian Railway Society bought her and thus stalled the torch. The LK&P then acquired her from Mr. McGrath. Her present owner retained the original colors and Oahu number in the interest of historical preservation.

Robert B. Stout, Box 816, Lahaina, Maui, Hawaii 96761, says steam operations recently were resumed as the oil crunch has been eased, but that No. 45 is used on weekends to conserve fuel. The loco is operated cab-forward for grade-crossing protection. Bob sent us a fine photo with the wish, "Aloha."

FROM THE NORTH comes more good news on Montreal-Worthington. New orders are in the works. British Columbia Ry. will get eight M420's and four M420B's. The cab units evidently will sport the new "crew comfort" wide cab. Quebec Cartier Mining also ordered five M636's. And Canadian GM (EMD) in London was not outdone, as GO Transit (Govt. of Ontario) ordered three GP-40-2 (9812-9814) and British Columbia Ry. wants one SD-38-2, No. 384.

In other Canadian news, a Canadian National Turbo train was rerouted over CP Rail in the week of June 10th as a result of a CN wreck at Maitland, Ontario. According to Bruce Chapman, quite a crowd gathered on the station platform at Smith's Falls to see the unusual train pass.

CP Rail has again leased Bangor & Aroostook power, as GP-9 No. 77 will be followed by at least seven more. CP Rail has derated all GP-35's, 2500 hp to 2250 hp, and all M-636's (3600) to 3300 hp, looking toward long-range saving on wear and tear. CP FP-7A No. 1416, damaged in a derailment, was sent to Ogden Shops in Calgary for either repair or retirement.

Two interesting moves occurred on CP Rail in May: Commuter train 242 from Vaudrueil, Quebec, to Montreal was hauled into Windsor Station by huge M636 No. 4726, due to failure of its original loco, Alco FPA-2 No. 4095. The big fellow, hijacked off a passing freight, might well be the largest loco ever used in that station in revenue service.

A modeller's convention in Lethbridge, Alta., saw F-M CPA-16-4 No. 4105 and two coaches used for the benefit of photographers. The 4105 is the only boiler-equipped C-Liner left on earth. CP Rail had repainted the panel below the cab on the engineer's side, but left the rest of the loco as she was—scruffy. Obviously she is allocated no more than minimal maintenance.

Northern Alberta Ry. has ended all passenger service on June 1. The two M-420TR's that Canadian National had on lease from Alcan were sent home. Possibly CN tried these for future purchase? The nationalized system has been markedly quiet about Montreal-Worthington products. CNR's new EMD (GMD, London) GP-40-2's are numbered 9400-up. The builder's plate on 9402 proclaims it to be a GP-40-2L, the "L" designating a new "lightweight" frame. Actually, the weight has simply been shifted elsewhere, for the locomotive is as heavy as her sisters, if not heavier. It is simply a case of redistribution of weight. Meanwhile, Duluth, Winnipeg & Pacific 3611 has left Ottawa Shops bearing new CN stripes. Also, Grand Trunk Western 4427-4428 are now working on the "Peg," helping with the work trains.

IN THE STATES, the Norfolk & Western continues to make news by ordering conventional low noses and

San Diego & Arizona Eastern train 452 with 8 cars pulled by three Espee locos eastbound neat Campo, Calif., on Dec. 24, 1972. Note the lack of ballast.
Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

single controls on new U-30C's and SD-40-2's. The U-30C's are operating now (8000 series) and the EMD's are coming soon. Possibly the N&W just felt that the extra cost of being individualistic wasn't worth it. The Southern now remains as the sole exponent of high noses and dual controls. At this writing, SR is involved in trading in RS-3's for U-23B's, both the new and the old units passing through Cincinnati. Rumors persist that Chessie System is ordering a big batch of SD-40-2's and that Seaboard Coast Line will get SD-45T-2's like those on the Southern Pacific and Cotton Belt. The B&O has just repainted two SW-900's (one is 9427) into the bright Chessie colors in Cincinnati.

TWO MORE used locomotives were spotted passing through the Louisville & Nashville's DeCoursey Yard last month, both Alco switchers, an S-2 and an S-4, neither bearing builder's plates. The S-2 was painted black with silver underframe and trucks and bore a yellow number, 9116. She was obviously ex-B&O (but started life on C&O), and that black/silver scheme is one used by George Silcott, locomotive dealer in Worthington, Ohio. The S-4 was still in faded N&W blue, with number 2076 still visible. She originally was a Nickel Plate Road loco and bore stencilled signs, "Birmingham Rail," on her. Later, it was learned that both locos were headed south to still another dealer, Birmingham Rail & Loco.

THE B&O's eastbound *Manhattan*, a hot shot freight with through cars off the Cotton Belt and SP over Pine Bluff, Arkansas, usually goes out of Cincinnati with the newest power, both B&O and SP. But on July 1 she was back to the mid-fifties, as she had three F-7's and a C&O GP-9 up front in classic style.

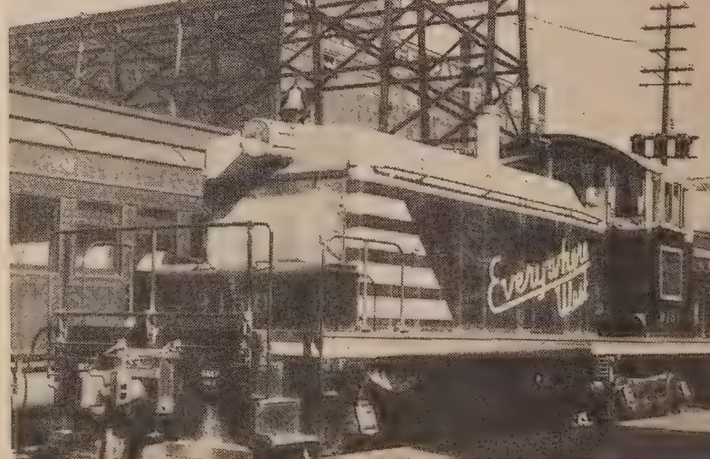
A MILESTONE YEAR at EMD was 1966, the "year of the 645." It ended the 567 prime mover era, and the famous power plant that growled and roared in countless F units and Geeps was eclipsed by a new member of EMD's power family, the 645. The newcomer was available in sizes from an 8-cylinder non-turbocharged 1000-hp model all the way to 20 cylinders, turbocharged, with 3600 hp. Add to this the new AC/DC transmission, and EMD had something to crow about. They did crow, celebrating the event with a whole new catalog, from the infant SW-1000 switcher to the 3600-hp SD-45.

Immediately the trend began to show. At first the biggest sellers were the 3000-hp GP-40 and SD-40 and then the big SD-45. For those who still remained leery of so much power on four wheels, there was the GP-38—the "runt of the litter," to quote *Trains* magazine. Since its inception in late January, 1966, this "afterthought" unit

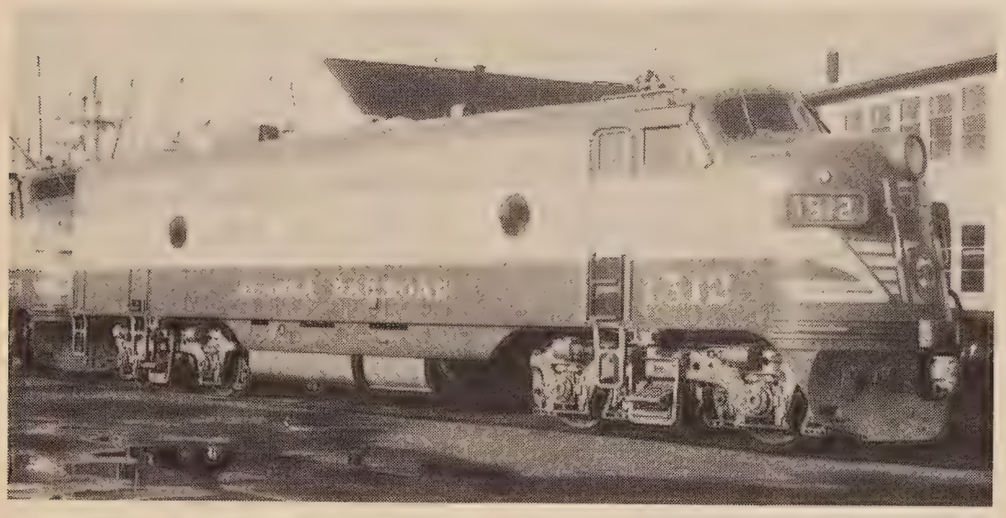
Photographs from Jim Edmonston collection

Boston & Maine 1121 is a late-production SW-1 as seen in Boston during last years of steam in '50. Note large front numberboards.

CB&Q 9150, an early SW-1, with extended stack and a two-stage hood taper at Winona, Minn., in 1956.



CP Rail's four-units pulling heavy time freight at Trail, B.C., May 4, 1972.
Jim Hope, 3501 Highway Drive, Trail, B.C., Canada



Alaska R.R. Nos. 1512 and 1414, shown on dock at Seattle, Wash., enroute to railroad in December, 1953. They were very late FP-7A's. Note slit grid Farr-Air filter grills and split carbody vents. Modifications included plow pilot.
Jim Edmonston collection

Louisville & Nashville 11, as delivered in Louisville, Ky. Note very short stack featured on early SW-1's. She is shown idling at S. Louisville in '50.
Jim Edmonston collection

Stephen Timko, Jr. collection
NKP C-420 No. 578, road's only such loco, now N&W 2578, Lima, Ohio, in 1966.

has proven mighty popular in its field.

The GP-38 is the modern replacement for the scores of GP-7's and 9's that orginally bounced the last of the steam holdouts off branch lines transfer runs, secondary schedules, and heavy switching. The GP-38 gets 2000 hp from a non-turbocharged 16-cylinder 645E, rolls on four-wheel trucks, is freight-only, and is the offspring of the rather obscure (26 units built) GP-28 of 1964-'65.

General characteristics shout EMD: chisel nose, angular cab, clean hood sides, two-piece windshield, low-slung rounded fuel tanks, Blomberg trucks. The GP-38 is distinguished from GP-28 by being three feet longer (counting the handrail stanchions behind the cab, GP-28 has nine, GP-38 has ten), and there is a space ahead of the radiator grill which does not appear on GP-28. Since GP-28 is rare, the better comparison is with GP-35. The latter is turbocharged, and thus has a single crosswise stack behind the central air intake. The GP-38, being normally-aspirated, has two small stacks. The GP-35 has three radiator fans at the rear of the long hood, two large and one small, while GP-38 has two large fans only. The GP-40, big brothers of the GP-35, have three large fans here.

The first buyer of GP-38 was Detroit, Toledo & Ironton, in late January 1966. The DT&I 200-204 are the granddaddies. The last roads to get GP-38's were Grand Trunk, Lehigh Valley, Gulf, Mobile & Ohio, and Pennsylvania Power & Light Co. In December, 1971, the GP-38 was improved and assigned model GP-38-2, added to the new "Dash-2" line. The first three roads to get the new GP-38-2's were the Missouri Pacific, L&N, and Southern.

Between the first in 1966 to the last in 1971, the GP-38 model saw a few innovations. The most obvious externally is the new paper-style air filter, which is an improvement over the old oil-bath type. The latter is built into the hood just behind the central air intake grid at the rear of the cab. New paper filters require a square box which humps up on the roof behind the air intake grid.

The first application of this new filter came on Penn Central GP-38 No. 7738 in August, 1969. Since then, all but Southern's units have carried this type filter. Southern has now started adding a modified version of this filter to its GP-38-2's. Another rather superficial modification was in the method of strengthening the door under the cab which covers the brake equipment. This access door drops down from the top. Originally it had a piece of angle-iron welded inside to provide strength. In May, 1966, the door came out with two long beads stamped in it, doing away with the extra work of welding.

During the last year of production, 1971, EMD began offering the option of an AR 10 alternator over the standard D32 DC generator, designating units with the AR 10's as "AC's," such as GP-38AC or SD-38SC. *Diesel Spotter's Guide II* says that at least 240 GP-38AC's are known. There is no external differences between a DC and AC model. When the "Dash-2" line came out in January, 1972, all models carried alternators, so the designation "AC" was no longer needed.

GP-38 was offered high or low nosed (highs include the Southern, N&W, and one unit on the Tennessee, Alabama & Georgia which is now Southern), with or without multiple unit capability, and with or without dynamic braking feature. Some units with dual controls had a built-out forward cab wall to allow walking around the control stand. Penn Central has units like this. Grouping the "straight" DC models with the AC units, I get a total production figure of 972 units for 31 different customers, including foreign and domestic roads, common carriers, and private industries. Penn Central by far owns most of the GP-38's.

GP-38's can be found in just about any freight service. When they first started appearing in this area, Penn Central put them on transfer runs between Sharonville and DeCoursey, Kentucky, replacing older GP-9's, GP-7's, and SD-9's. Today, though, the GP-38's are in road service while the old units are on the transfers. One reason for this is the actual reduction in the number of transfer runs.

Due to crowded conditions in Sharon and Undercliff yards many PC-L&N trains arrive and terminate in L&N's DeCoursey Yard. The B&O and C&O, the other major users of the GP-38 in this area, have their units in road service, although you will find many C&O units in switching service, too. We see other GP-38's on DT&I, which enters town over PC in run-through freight service, and rarely on N&W and Southern. Southern, in fact, rarely uses any four-axle power in Cincinnati in road service, but once in a great while a four-unit set will sneak in.

The GP-38 proved there is a market for the non-turbocharged mid-range locomotive and was credited with slowing down the "horsepower race." It is a handsome engine in the classic EMD big Geep style. The gutsy roar of a straight-air plant is a welcome relief from whining turbos.

No GP-38's have been retired—unless some wrecked units have escaped my attention—and all are still running as built, no re-powerings etc., with the exception of those Norfolk Southern units which Southern will high-nose.

Pennsylvania RS-11 No. 8618, as seen in 1956 at Hagerstown, Md. Locomotive, with long train, has just crossed Reading diamond with a cut for the N&W.
Photograph by Jim Edmonston

New Haven 0920, Featheredge HH-600, on the rip track at New Haven, Conn.
Jim Edmonston collection

Well-worn New Haven Alco RS-3 No. 0514 on road's Old Colony Div. at Nauset Beach on Cape Cod, Mass. Rails were taken up soon after photo made July '62.
Scott Becker, 325 Union Ave., Mamaroneck, N.Y. 10543

ON JUNE 29-30, we of the Cincinnati Railroad Club, aided by the Southern Railway, ran two highly successful trips to Lexington, Kentucky, and return, using famous Southern Mike No. 4501. Just to prove a point, I noted those persons who expressed obvious interest in the diesels we came in contact with. One thing stood out—people still watch trains with real interest, no matter what powers them.

These trips use Southern's main line, one of the premier mains in the country, on which traffic is heavy. We were passed or met by many trains, more on Saturday than Sunday. Everybody I saw watched them all. Knowledgeable fans identified the units, while others called them simply "diesels." Some were interested in their power. A number of railroaders were surprised to learn that the new SD-40-2's had less than the older SD-45's.

Our club has a new member who has been a railroad sales representative all his life and enjoyed getting right down to basics once again. In Ludlow Yard a power set came in off a freight and he studied it. This was an SD-35, an SD-24, and a new SD-40-2. He was most impressed with the SD-24, but had no idea which was the oldest or newest unit. I really think we could run an excursion behind a diesel of any type and get good results.

The units seen on the weekend of riding included Southern NW-2, SW-1500, GP-7, GP-9, SD-24, SD-35, SD-45 and SD-40-2, not to mention a rare set of four GP-30's on Sunday morning. While traveling over the C&O we were turned on the Lexington wye by two different GP-38's, later unit (paper filters) on Saturday and an older unit (oil bath) on Sunday. The L&N had a GP-7 and a U-25C in Lexington.

I saw a color photo of Norfolk & Western's new paint scheme on SD-45 No. 1776, and it's a beauty. Possibly if enough people tell Roanoke about it we can get N&W to abandon the extra-plain solid black on their other units.

DAVID KORNFELD's report on the retirement of the New Haven EP-5 electrics struck a nerve on Alan Gruber, 35 Rome Ave., Bedford Hills, N.Y. He wants it known that the reason for the demise of the EP-5's is not the receipt of the new M-2 cars but their generally poor condition. At the time of the fire on EP-5 No. 4971 (May 29, 1973), the remaining units were in limited use, with no more than two round trips handled by EP-5's. They were being supplanted then by the FL-9's. Alan says the fire was the last straw, and the cause of the decision to retire them.

The four P-class motors (4625, 4626, 4627, and 4630) in use now are in good shape, and the 4634 is available for spare parts. A surplus of FL-9's also could be used in this service. Alan Gruber also points out that not only the MTA is getting the new M-2 cars, but also the Connecticut DOT. He admits being a PC booster—he doesn't like the general sarcasm and contempt he feels is thrown PC's way.

HOW MANY SCL units are still in old colors of either Atlantic Coast Line or Seaboard Air Line? Larry Fountain, Rte. 1, Chinquapin, N.C. 28521, spotted SCL GP-7 No. 950 in Raleigh early in June, still in Seaboard's old but attractive green and yellow. He's got an eye out for those reported SCL SD-45T-2's —I'd like to know when they are spotted, myself.

GENERAL MOTORS Overseas Operations reports receipt of an order for thirty-six 3000 hp mainline (SD-40 or GP-40 DASH-2's) and 32 1500-hp branchline (MP-15's) locomotives for Pakistan Railroads. Total order, including spare parts, comes to 29 million

DETROIT DIESEL ALLISON (General Motors) reports the first railroad application of the Detroit Series 12V-149 engine. Australia's Victorian Railways repowered a Class 0-6-0 diesel-hydraulic with a Detroit diesel 149. The loco was built by Tulloch of Rhodes, New South Wales, in the early sixties and was powered with a 650-hp European V-12 diesel. Now, Victorian Railways W-249 is a first and is rated at 660 bhp. She has been in service nine

One of very few SD-24B's ever built is UP 415B, Council Buffs, Iowa, in '72.
Photograph by George R. Cockle

months and is performing better than expectations, reducing fuel consumption by one-third, using less lubrication oil and making less noise in the cab. VR is presently working on two others, and at least another pair are expected next year. The locomotive is an off-center cab switcher having six steam-loco-like drivers connected with siderods. The final drive gearbox of the hydraulic transmission is mounted on the front axle, which transmits its power via the siderods.

AMTRAK has a Congressional okay to add that Norfolk-Cincinnati train on the old N&W *Pocohontas* route. Also in the works is a Boston-Chicago train via Cleveland. Will we see SDP-40F's and F-40C's on these routes?

PLEASE CONTINUE sending diesel news to me at 821 Clearfield Lane, Cincinnati, Ohio 45240. Thank you. ●

Photograph by George R. Cockle
B.A. Bente, Rte. 1, Stonington, Conn. 06338

Central Vermont GP-9 No. 4551, reportedly the last in the old colors, is lead unit on house track, used for years by steam locomotives at New London, Conn., on a snowy morning in January, 1974. Under a new Government plan of reorganization for Northeastern railroads, the CV would lose its mainline between Lebanon, Conn. (some 20 miles north of New London) and the Mass. border. This would isolate New London, served for almost 150 years by New London, Williamantic & Palmer, the New London Northern, and Central Vermont, from any connection with the north on west side of the Thames River. The road currently operates daily freights between New London and Canada with locals as far as Williamantic.

Mrs. Gloria Johnson, pretty owner of Junction Gallery.

Gloria shows Pompton Riverdale station sign she repainted..

Photos from collection of Mrs. Gloria Johnson

JUNCTION GALLERY

Ex-EL station converted into a tourist attraction will be scene of railfan interest Sept. 22, when Ranulph Bye autographs new book, *The Vanishing Depot.*

GLORIA JOHNSON, a gorgeous redheaded widow with an irresistible smile, wants to see you on Sunday, Sept. 22nd, from 2 to 5 p.m. at her Junction Gallery, a former Erie Lackawanna passenger station converted to a salon of paintings, sculpture, and artifacts at 13 Hamburg Turnpike in Riverdale, N.J., where railroad tracks cross the turnpike.

One guest at this party will be Ranulph Bye, who painted our October cover picture and will be our *Interesting Railfan* next month. He will autograph copies of his new book, *The Vanishing Depot.*

Gloria is an industrial designer, painter, lecturer, and writer. She used to work for the New York Central, but now runs an art gallery. The 75-year-old Pompton Riverdale station building is covered with clapboard and a slate roof, with a small chimney. Its 600-foot-square interior is divided into three rooms.

HOBBY CLUB

conducted by Sy Reich

SALUTING Colorado's centennial as a state—and the nation's Bicentennial in 1976—the Rocky Mt. Railroad Club will reprint a rare collector's book, *Denver, South Park & Pacific*, by M. C. Peal, in memory of their long-time member. This book will leave intact the original text and practically all the pix. New plates will be made of the pictures. If some originals can't be located, comparable illustrations will be provided. The club hasn't set a price for the reprint as yet, but plans to issue a descriptive brochure about it.

ELSEWHERE on the Bicentennial front, the Railway & Locomotive Historical Society was due to tie in their annual meeting with the opening of the Old Sacramento Museum in 1976. Instead, the members will visit the Southern Calif. Chapter to celebrate the occasion with them and to inspect their impressive collection of steam locos and rolling stock. The Old Sacramento Museum will not be finished in time for the '76 gathering of the clan; but Fred Stindt and the Pacific Coast Chapter, of which he is chairman, plan to show off their engines and cars of the Old West at the museum in '77.

NRHS'S ALLAN VAUGHN reports Phase 2 of their bicentennial railroad history project in operation with additional letters to railroads which hadn't responded to earlier requests for corporate histories. So far 170 lines have answered. This, according to Allan, is already enough for a book; but they want to get as many as possible in the files before the editing begins.

NRHS has welcomed into the field a new chapter, Rivanna of Charlottesville, Va., with president Hansford Lawson. The new club hopes to operate part of a former C&O branch. The excellent *1974 Railfan Directory* is available for all NRHS members for 85¢. Contact Overland Chapter, 320 Wisconsin #511, Oak Park, Ill. 60302.

NORFOLK & WESTERN, as part of its contribution to the nation's Bicentennial has painted loco 1776 red, white, and blue and will use her in regular freight service. President John P. Fishwick notes that the N&W, because of a predecessor line, City Point R.R., dating back to 1838, will be 138 years old in 1976.

GEORGE MELVIN and Dave Albert are compiling a book on New England's diesel era, a comprehensive pictorial history from 1930 to the present. So says the Mass. Bay Div. Railroad Enthusiasts' newsletter, *The Callboy*. It will be a scenic-type publication, relying on views of trains, rather than a roster-type book. Wanted are b&w photos of passenger, freight, and mixed trains, locals, and switchers on any of the major NE roads, short lines, or neighboring carriers that serve the area. Write Dave Albert, 40 Lowell St., Waterville, Maine 04901.

THE TWO White Pass & Yukon Route sternwheelers referred to in our April '74 issue were purchased by the Canadian Government some years ago. Both vessels, the *S.S. Klondike* and *S.S. Keno*, are now beached at Whitehorse and Dawson respectively. The *Klondike* is being restored to its original configuration by Parks Canada and will become the focal point of a planned interpretation center describing the history of navigation on the Canadian section of the Yukon River. Full restoration of the *Keno* is scheduled to get under way afterward. In line with government policy concerning the restoration of sites and artifacts of national historic significance, both vessels are permanently beached. They are, however, open to local residents and tourists on a seasonal basis.—H. J. Mitchell, Chief, Policy, Planning, and Programming Div., National Historic Parks and Sites Branch, Parks Canada, Ottawa, Ont. K1A OH4, Canada.

PALESTINE, Texas, Chamber of Commerce contemplates a steam railroad museum complex to be placed at the local terminus of the Texas Tourist Railroad, about 2½ miles east of Palestine on the Rusk Highway. The Chamber has issued an appeal for r.r. antiques and other steam age memorabilia for the museum, which will be housed in a circa-1900 depot. The Chamber seeks former railroad employes, particularly those who worked with steam locos and would be interested in staffing the museum on a volunteer basis.

THIS MONTH's railfan salute goes to the Puget Sound Railway Historical Assn. of Seattle. This group was incorporated in 1957 by railfans to encourage the preservation of steam and electric railway equipment and historical data through an operating railroad museum. The collection and restoration of equipment and the construction and operation of the Puget Sound & Snoqualmie Valley R.R., including museum facilities, is being actively pursued. Included are 16 steam locos of various types (concentrated on logging types), more than 15 passenger, freight, and work cars, three cranes, a rotary plow, and 9 streetcars and interurbans.

Over a mile of trackage and yards has been built by the members (no paid employes). Meetings are held monthly on the second Friday with interesting programs. *The Sounder* is the excellent monthly newsletter. Work parties are held every weekend to preserve equipment and build and operate the museum at Snoqualmie. They have five types of membership: associate $4, sustaining $20, regular $20, junior (under 21) $10, and life $250. Contact the secretary of PSRHA, Inc., Box 1362, Seattle, Wash. 98102.

ERIC E. HIRSIMAKI, on behalf of the Nickel Plate Road Historical & Technical Society, 223 Main St., Conneaut, Ohio 44030, wants to buy or borrow old Nickel Plate, LE&W, Clover Leaf, and W&LE car and caboose photos. Especially needed are 1900-'40 era pix showing entire cars. Also sought are old records, etc., which might help in itemizing Nickel Plate car and loco equipment through the years. Material will be used in the Society's journal.

CONGRATULATIONS to the 20th Century Railroad Club for its Chicago Rail City Special broadcast every Sunday night at 10:30 over station WOJO-FM, 105.1 megacycles. Railfans from the Midwest say it can be heard for about 90 miles. Roy Arpans, of the North West Illinois Chap. of NRHS, is anchor man for the program, which includes news items, club events, announcements, music, and interviews with rail celebrities.

A. A. "DUNC" DUNCAN of CP Rail wears two hats. Besides being assistant super of the road at Kamloops, B.C., he doubles as curator of a miniature rail museum which bears his name. "Duncan's Museum" is a collection of odd-looking pieces of machinery that he has gathered into a small compound near the CN and CP Rail stations.

A HAND-MADE reproduction of a railroad clock-design, the kind you used to see in old depots near the agent or operator, is now available from the *C&O Historical Newsletter*, Box 417, Alderson, W. Va. 24910. Made from either solid cherry or walnut, the clock stands 38" high, with a maximum width of 18". It has a 12" diameter face and all-brass works, with a 21" pendulum. Each clock is made to order with a money-back guarantee, reports the Ann Arbor Train & Trolley Watchers newsletter, *The Inside Track*.

Detroit, Toledo & Ironton train DC8 under arches of Dayton Union Terminal bridge over Miami River, May 28th.
David Oroszi, 727 McCleary Ave., Dayton, Ohio 45406

BOOKS of the RAILS

by GORTON T. H. WILBUR

1974 STEAM PASSENGER SERVICE DIRECTORY, including electric lines and museums, 144 pages, 5½x8½", soft cover, photos, listings, Empire State Railway Museum, Inc., P.O. Box 666, Middletown, N.Y. 10940, $2.

Another excellent guide for railfans seeking steam and trolley lines to ride and interesting rail museums to visit in the U.S. and Canada, also tourist lines in Hawaiian Islands at Maui and Fajardo in Puerto Rico.

THE NEXT STATION WILL BE. . . . Album of 1910 New Jersey and New York depots, 48 pages, 8½x11", soft cover, photos, maps, timetable, Railroadians of America, Halsey L. Tilton, 761 W. Inman Ave., Rahway, N.J. 07065, $3.50 (plus 15¢ sales tax for N.J. residents).

This is the second book of "The Next Station" series published recently by the dedicated Railroadians. The latest is the subject of a pleasant journey in 1910 from the Erie ferry terminal in downtown New York City to Jersey City, Hackensack, and on to Haverstraw, N.Y., showing all the small rural depots (and larger ones, too) along this 42-mile route, with horse-drawn wagons, people in dress of the time, and other nostalgia.

LOCOMOTIVE ROSTERS OF NORTH AMERICA, DEC. 31, 1973, edited by James W. Kerr, 58 pages, 5½x8½", soft cover, with photos, roster listings; Northam Directory Assoc., Publishers, P.O. Box 129 Plattsburgh, N.Y. 12901, $7.

This third edition of a roster effort covers major and shortline roads. As was true of the one published last June, it has, for easy reference, two main sections arranged alphabetically.

LIVERPOOL & MANCHESTER RY. OPERATIONS 1831-'45, by Thomas J. Donaghy, hard cover, 212 pages, 6x 9¼", photos, rosters, map; David & Charles, North Pomfret, Vt. 05053, $12.

Serious students of history will like this book. L&M operation, which began in Sept. 1830, was one of the most significant developments in the initial stages of English rail history. The L&M's progress after its opening until its consolidation with the Grand Junction Ry. in 1845 demonstrates that the line was, in fact, the grand British experimental railway, which became an important leg of today's British Rail.

Periodicals and Journals

Canadian Rail, Canadian Railroad Historical Assn., edited by S. S. Worthen, P.O. Box 22, Station B, Montreal 110, Que., Canada, is published monthly with photos, articles, maps, rosters, tts., diagrams, etc. Regular membership $12 and associate $9 include 12 issues annually of this good railfan journal covering Canadian steam, diesel, and electric rails. It also covers steamboats, the May issue, for example, having an article about British Columbia's Arrow Lakes' sternwheeler *SS Minto.*

The Western Railroader, Box 668, San Mateo, Calif. 94401, is edited and published by Francis A. Guido, one of our *Interesting Railfans* and a director of the Pacific Coast Chap. of R&LHS. He puts out a dandy slick-paper monthly. Single copy 50¢. Twelve issues by third-class mail $2, by first-class mail $4.40.

Rail Travel, Message Media, P.O. Box 9007, Berkeley, Calif. 94709, $7 annually, single copy 30¢. This analytical, breezy twice-monthly newsletter delves into U.S. and Canadian passenger service.

The Fast Mail, 20th Century Railroad Club, 10700 S. Seeley Ave., Chicago, Ill. 60643. An interesting newsletter issued by a wide-awake group. For details write to them. This is the same club that brought about the first railfan radio program, the Rail City Special, aired each Sunday at 7 p.m. from Chicago over station WOJO-FM, 105 on the dial, and heard within 90 miles of downtown Chicago. A good outside antenna might be needed in the fringe areas. The club says in *The Fast Mail* that they would like comments, ideas, and suggestions about the program. Address Rail City Special, P.O. Box 14, Evanston, Ill. 60204.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	($ 4.75)
STATIONS WEST, by Culp	$12.95	($12.35)
WESTCHESTER'S FORGOTTEN RY., by Roger Arcara	$ 5.95	($ 5.65)
TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	($14.20)
NARROW GAUGE RYS. OF CANADA, by Lavallee	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
PIKE'S PEAK COG ROAD, by Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
HETCH HETCHY AND ITS DAM RR., Ted Wurm	$13.50	($12.82)
THE RAILROAD SCENE, by Wm. Middleton	$ 8.95	($ 8.50)
4-8-4 STEAM PICTORIAL by Bob Wayner	$ 6.95	($ 6.60)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, by Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, by Wm. Middleton	$10.00	($ 9.50)
HISTORIC SOUTHERN PACIFIC CARS	$ 4.95	($ 4.70)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, by Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, by Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	($ 7.15)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
STEAMING UP! (AUTOBIOGRAPHY OF VAUCLAIN)	$ 8.95	($ 8.50)
HORSESHOE CURVE AND ALTOONA, by Albrecht	$ 4.50	($ 4.25)
MORRISTOWN & ERIE, by T. T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, by H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 8.95	($ 8.50)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
20TH CENTURY, by Lucius Beebe	$ 6.95	($ 6.60)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$17.50	($16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	($16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$16.50	($15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
OPEN THROTTLE (rail-fiction stories)	$ 4.95	($ 4.70)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	($ 5.70)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$11.50	($10.90)
AMTRAK CAR SPOTTER (new edition)	$ 4.95	($ 4.70)
JANE'S WORLD RAILWAYS	$55.00	($52.25)
RIGHT-OF-WAY (Abandoned Roads)	$4 .95	($ 4.70)
SANTA FE'S BIG THREE	$17.95	($17.00)
AMTRAK CAR SPOTTER, ed. by Bob Wayner	$ 4.95	($ 4.70)

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10460, sells reconditioned camera, sizes 120-620, 116-616, for large oblong negs. Details free.

WANTED: ½" scale live steam loco's, must be quality built models. H. Wollner, 77 Carlyle Ct., Carlstadt, N.J. 07072.

FOR SALE: Northern New England steam, diesel photos for sale—B&M, CV, MEC, RUT, etc. Large SSE for list New England Rail Service, Box 701, Keene, N.H. 03431.

RAILROAD STOCK CERTIFICATES: catalog plus beautifully engraved certificate $2. Also eager to buy all stock certificates and bonds, Ken Prag, Box 431-R, Hawthorne, Calif. 90250.

FOR SALE: Railroad, trolley, ferries, autos, etc., since 1953 good slides or photos for sale. Send 48¢ stamps for lists—specify wants—to 35 Slides, Box 6098, Colo. Springs, Colo. 80934.

DIESEL SLIDES: 1974 catalog and sample for 75¢ wide variety of locos from across the U.S. many BN, UP, ATSF, SP plus shortlines and industrials. Porreca, Box 22, Boulder, Colo. 80302.

FOR SALE: Public timetables bargains $11 worth only $5, $23 worth $10 nice variety thru 60's. Clear plastic covers for public tt's only 6¢ each. Tom Coval, 21 E. Robin Rd., Holland, Pa. 18966.

CHICAGO & NORTH WESTERN R.R. or historical publications, timetables, annual reports, psgr. train consist records, train bklts, post card views, maps, folders, roster, passes, etc., wanted, Alden Miller, 3212-34th Ave., South, Minneapolis, Minn. 55406.

FOR SALE: Complete nationally known miniature railroad. One sixth full size (2 inch scale), 9-7/16 inch gage. Ruggedly built for hard use and long life. Excellent for research and development. Signals actuated by track circuit using Union Switch & Signal equipment. Can also be used for hobby or profit. Automatic air brakes; one mile of track. 2 diesel type locomotives (2½ ton & 1½ ton) equipped for M.U. operation or separated, can pull 200 adults. 31 steel underframe cars with fully sprung, equalized 4 and 6 wheel trucks. New forged steel wheels with hardened treads and Timken bearings. Price $66,500.00. Catalog with photos and technical information $5.00. Also many spare parts, tools, patterns, jigs, etc., not shown in catalog available at negotiated price. Subject to prior sale. Henry E. Becker, Centerville & Southwestern R.R., (Becker Farm), Livingston Ave., Roseland, N.J. 07068.

WANTED: Litchfield & Madison photos, builders, prints, roster, maps, historical, technical or any other data, etc. Dan Cheragott, 3960A Brittany Circle, Bridgeton, Mo. 63044.

WANT anything on the Duluth Winnipeg & Pacific or its predecessors like the Duluth Rainy Lake & Winnipeg. Working on book, Also interested in KO&G, MV, OCA&A. Also pre-merger only CB&Q, C&S, FW&D, WV. List completely what you have and if desire trade send SSAE. Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

COLOR ENLARGEMENTS from your slide or negative. 8x10 size $3.98. Additional prints from same negative $1. each. Add $1 for handling and postage. Lamplighter Color Labs, 433 Castleton Ave., Staten Island, N.Y. 10301.

FOR SALE: Solid metal New York Central oval and Pennsylvania Railroad Keystone Heralds for sale. Ten inches across, painted background with raised letters bright metal finish. For each Herald send $11.00 to C. E. Catchpole, Dept. R., 19215 Eldridge Lane, Southfield, Michigan, 48076.

DIESELOVERS! Artist offering limited numbered sets of Erie-Lackawanna diesel drawings. Reproduced in sepia on fine 11x14" stock from original pencil drawings. F3; NWP; C424; RS2. $12 set, Eminently suitable for framing. Andy Romano, 3 Nightingale St., Edison, N.J. 08817.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each over 90 different. Stamp for free list. Also have bolo ties and belt buckles—Hoover's 1208 Fruit, Peru, Ill. 61354.

RAILROADIANA COLLECTORS BOOKS: large size fully illustrated. Railroad collectibles I (60 page) $2.95. Railroad collectibles II (104 pages) $3.95. Railroad cap badges (32 pages) $2.95. All material shown is available for sale. Prices are postpaid. Utberg Publications, Box 420, Edinburg, Texas 78539.

TRACTION MOVIES in regular 8mm, 48 black and white subjects covering 67 companies from coast to coast, and eight color subjects covering 12 companies. SSE for list. All films money back guarantee—Kaw Films, Box 155, Hayss Kansas 67601.

OLD RADIO PROGRAMS ON CASSETTES OR REELS: your favorite shows return. We have thousands of programs to chose from: Amos & Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ to Rememb er Radio Inc., Box 2513U, Norman, Oklahoma 73069 for our catalog.

FOR SALE: Railway negatives and original slides for sale. Mostly diesel, some steam and electric. Mostly Eastern, some Western, W. J. Brennan, 82 Devonshire Road, Cedar Grove, N.J. 07009.

Paul J. Templeton, P.O. Box 111, Mendon, N.Y. 14506

Lehigh Valley engine-service man wipes the grime off the headlight of unit 127 at the service facilities in Manchester, N.Y. Freshly-painted unit 27 waits its turn to be cared for on the adjacent track. The once-bustling Manchester complex had been largely dismantled when this photo was made June 15, 1972, duplicating scenes you'll find all over the nation.

$1—Railfans' multimodal transportation guide vicinity of Los Angeles Union Station; order S 119-S, from Robert J. Swan, 1866, Long Beach, Calif. 90801.

FOR SALE: "All time cataloge of interurban and street railway books and bulletins—North American Edition", 63 pages price $4.00, also "Ideas and Standards for HO Trolley Layouts", 8 pages, 85¢ R. F. Radway, 22495 Ray, Detroit, Mich. 48223.

RAILROAD RELICS: price guide owners receive illustrated articles on railroadiana collecting. September issue now available; Send $4.00. All Aboard. Jim Bartz, 11210 Lavender, Fountain Valley, Calif. 92708.

WANTED: collector constantly purchasing baseball & football tomes, guides, World Series Programs, tickets, gum cards, & unusual mementos. Contact John Sullivan, 3748 North Damen, Chicago, Ill. 60618.

JACK ARMSTRONG—4 Fisk St., Adams, Mass. 01220 sells diesel negatives and photos of North and Southeastern U.S. roads. SSE for lists.

R. W. BEE, RR #3, Rochester, Minn. 55901, trades quality 35MM slides, negs. EMD F-Units, My area for B&LE, B&O, CP, CRR, EL, GM&O, KCS, L&N, MKT, ON, RI, SR, SLSF, MP, SP, WM, only.

WANTED: locomotive whistles. I also buy locomotive builder and number plaques for top dollar—D. M. Brown, 930 Garfield Ave., Ardsley, Pa. 19038.

FOR SALE to highest bidder of record on Oct. 15, 1974. 54 issues Railroad Magazine 1936-1954. SSE for list. G. E. Bechdol, 34-A Bouldercrest, La., SE, Atlanta, Ga. 30316.

FOR SALE: lot one transportation library mostly interurban 20 cent SSE for list. Lot two complete transfer collection including hand drawn route maps and some photos contained in 128 loose leaf binders US and 20 Foreign. Serious inquiries only. Robert Cashion, 2260 Oakmont, San Bruno, Calif. 94066.

EXCELLENT QUALITY size 616 negatives, 35mm slides. Diesel, electric, caboose, equipment, many roads. Please specify interest. SSE Joe Quinn, Box 1044, Tillson, N.Y. 12486.

FAIRMONT TRACK Inspection Car: $200 or best offer. Engine in good condition. Rest of car needs paint and a place to assemble. Write Robert Hamilton, 22154 Center St., #10, Castro Valley, Calif. 94546.

WANTED: photos and or photo books of double truck city streetcars of Japan and S. Korea. Write first with info. To Dick Tregenna, 3647 Randolph Rd., Cleveland, Ohio 44121.

POSTCARD SIZE locomotive photographs, steam, diesel and electrics. Send 25¢ for lists and sample print. Dick Patton, Railroad Photo Co., 911 Dickerson Lane, Blacksburg, Va. 24060.

WANTED: Lehigh & Hudson River RR. railroadiana, especially pre-1941 employee timetables, 1935 rulebook, any public timetables, switch keys, or lanterns. Peter Delikat, R.D. #1, Pittstown, N.J. 08867.

WANTED: Boston and Maine equipment diagram books dated around 1925-1928, freight, passenger and loco. Original or copy, must be complete. Top cash. John Weston, Box 339, Wilmette, Ill. 60091.

INTERURBAN PHOTOGRAPHS meet system in Indiana, Ohio, Iowa, West Virginia, plus Texas Electric. Denver, Penn, N.Y., Washington, Utah, Oregon, Michigan, etc. Also many traction negatives available. C. W. Jernstrom, 822 Pelham Drive, Fort Wayne, Ind. 46825.

ERIE Railfans will enjoy Erie Pictorial, hundred page, 8½x11, soft cover, plastic bound book replete with rare timetables, postcard right-of-way, train and station views, maps and rare Erie material. Not a history, public timetables from listings, advertisements on Erie flyers of the past, material all Erie fans will relish. Money back guarantee if not entirely satisfied. Send only $5.00 today for your postpaid copy to Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707. Do it now.

COLLECT RAILROAD date nails, many rr's hammered attractive unique nails with year dates on head, to control wear of cross-ties. Varieties are fantastic over past 70 years. Short rr's will soon be picked. Will mail certified, post-paid: 16 var. $5.00, 35 var. $10.00; all old, mounted, labeled, short rr's; free information, one stamp. Join Texas DNCA, Forrest Morris, 142 East Front St., Hattiesburg, Miss. 39401.

TICKET PUNCHES: mint condition or slightly used. $30 each. Randall Gellens, 1303 Quincy Dr., Wilmington, Del. 19803.

LOCOMOTIVE SLIDES: roster/action. FA's, PA's, C-Liners, M420's—we've got them all. Send $1 for our catalog and 2 samples. You will automatically receive all supplements to our rapidly growing catalog. The Rail Image, Dept. G-5, Post Office Box 289, Denville, N.J. 070834.

RAILROADIANA FOR SALE including lamps, badges, lanterns, Send SSE for list. Want Lackawanna & New York Central items. Dick Aichele, Box 184, Little Falls, N.J. 07424.

SELL OR TRADE, for good camera or typewriter. Best offer by 10-1-74. Last 124 issues Railroad Magazine, 28 Trains magazines 1964-1969. O.W. Brooks, R.D. 1 Box 46, Emporium, Pa. 15334.

OFFICIAL GUIDES for sale, 54-57; $7, 59-64; $5, 61-71; $4. Postpaid please state month wanted, John L. Burn, 1111 Stanton Drive, Shelby, N.C. 28150.

DOZEN RAILROAD pencils $1.00. AdLake 3¼ Globes. Clear or red, each $2.75. Late official railroad guide, $2.50. 6 assorted timetables . . . $4.00. Baltimore and Ohio Shenango coffee cup saucer set, mint $9.00; tea plate $7.00; large platter $17.00; tablespoon $3.50; Co or Bo Adlake Switchmens hand kero lantern mint $17.00; have ten brass switch keys each $5.00, wicks for lanterns, 7 for $1.00; add proper postage please. John Stone, 6810 Chambers Avenue, Cleveland, Ohio 44105. ●

Transportation specialists man CP Rail's systems operations center in Montreal, monitoring train movements across the railway's 16,500-mile transcontinental network. Open-line communications with dispatch points across the country facilitate around-the-clock equipment utilization planning.

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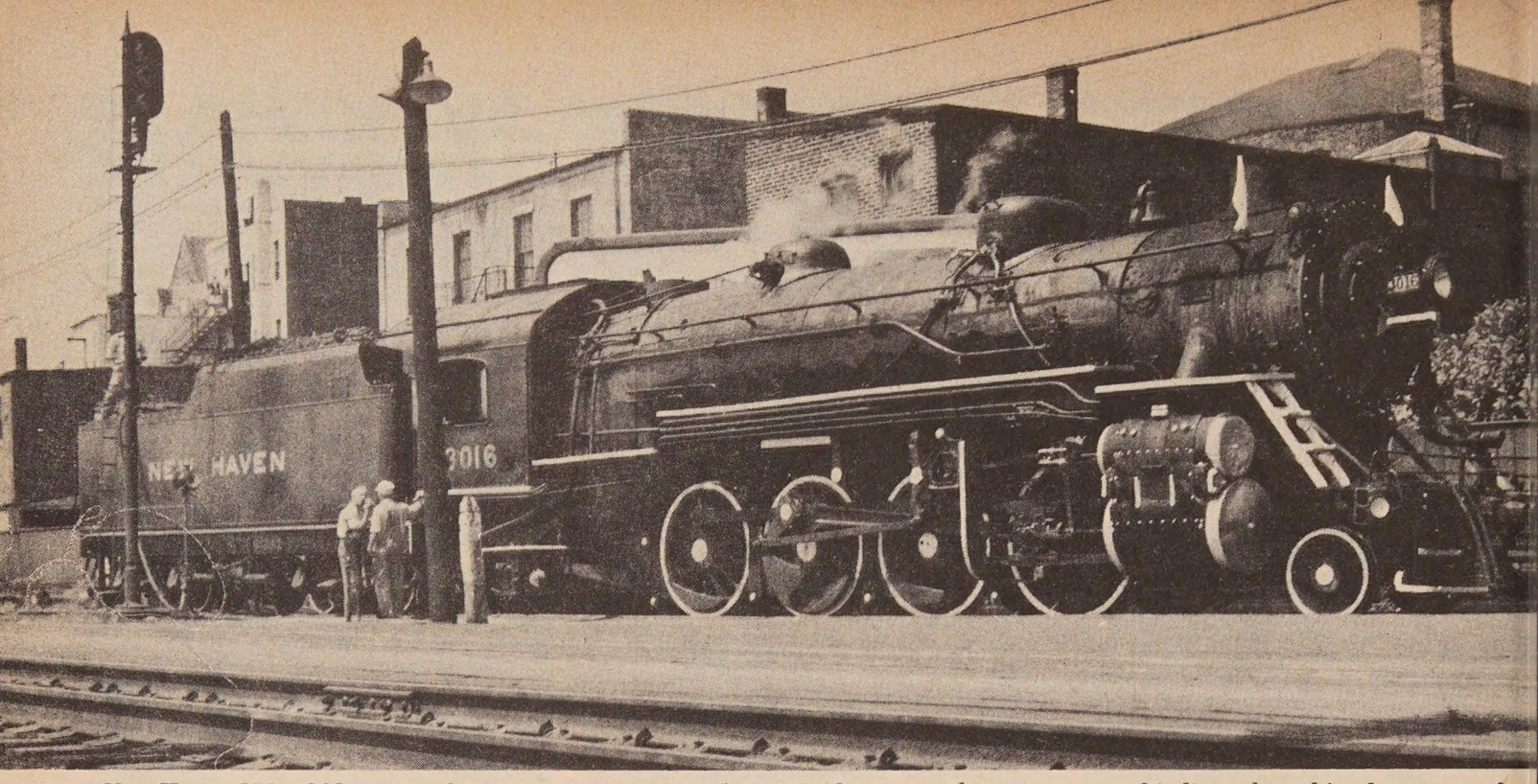

New Haven Mike 3016 was only five years away from being the last steam loco to run on this line when this photo was taken on July 19, 1953, just south of New London, Conn., station. Turn to the *Information Booth*, page 42, for further details.

Collection of late Charles F. Munger, Jr.

Coming Events

(No charge for listing in this section)

Sept. 6: annual Canadian Railroad Hist. Assn. convention. Trip behind CNR 6060 from Montreal to Ottawa, Napanee, Toronto, one way. Details from CRHA, Box 22, Station B, Montreal, Que. H3b 3J5.

Sept. 7: pageant of trolleys with some 20 vintage cars in operation on 1¼ miles of track; 4 shows during day. Branford Electric Ry. Assn., East Haven, Conn.

Sept. 8-10: sixth Internat'l Conference on Urban Transp., Pittsburgh. Write Joe Cullinane, 600 Grant St., Pittsburgh, Pa. 15219.

Sept. 14: sixth annual short line ramble benefiting Morris County Central RR Museum, steam and diesel. Contact Fantrip, Box 237, Cedar Grove, N.J. 07009. (SSE)

Sept. 14-15: Memphis to Corinth, Tenn., round trip behind Southern 4501. Details from John Shields, Memphis Chap. NRHS, 2458 James Rd., Memphs, Tenn. 38127.

Sept. 20-29: Colo. tour, incl. Pike's Peak, narrow-gage lines. Write Michigan RR Club, Box 586, Dearbon, Mich. 48121.

Sept. 22: Northwestern Pa. Electric Traction Assn. sponsoring 5-hour trip with photo stops on PAT lines in Pittsburgh, using refurbished 1600 series PCC; lv. 12 noon from Grant St. near Liberty front of post office, $6.50 in advance, $7.50 on car. Contact NPETA, Box 301, Fairview, Pa. 16415.

Sept. 28: Fall color limited, 12-car train behind 4501, Sheffield to Haleyville, Ala., round trip. Lv. Sheffield 10 a.m., return about 5 p.m. Adults $10.50, kids $5.50. Details from North Ala. RR Club, Box 4163, Huntsville, Ala. 35802.

Sept. 28: Toronto to Haliburton, Ont., round trip behind 6060. Upper Canada Ry. Society, Box 122, Terminal A, Toronto, Ont. M5W 1A1.

Oct. 4-6: fall convention, Niagara Frontier Region, NMRA, Barrie, Ont. Write Ed Sutherland, RR2, Box 446, Bracebridge, Ont., Canada.

Oct. 5: annual national Railroad Enthusiasts convention, hosted by 470 Club, Portland, Me.

Oct. 5 and 6: autumn weekend trips, Sat., 470 Club, Portland to Gorham, N.H., round trip, adults $3.50, kids $9; lunch at Gorham, adults $3.50, kids $2. Contact H. O. Preble, Box 373, Brunswick, Maine 04011. Sun., Fall Foliage trip, Portland to Island Pond, Vt., round trip, adults $19, kids $11. Details from K. Vragel, Box 4316, Station A, Portland, Maine 04101.

Oct. 5-6: Midrails '74 meeting sponsored by Wisconsin Chap. NRHS; Kettle Morain steam trips, tours, banquet with speaker. Contact Tom Hoffman, 227A Main St., Pewaukee, Wis. 53072.

Oct. 5-6: autumn foliage trip behind 4501 from Knoxville, Tenn., round trip, scenic mt. route. Write Old Smoky Ry. Museum, Box 601, Knoxville, Tenn. 37901.

Oct. 6 and 13: fall foliage trip featuring ex-Reading 2102 over rugged Pittsburgh & Shawmut, Brookville to Kittanning, Pa., round trip. Lv. Brookville 9:30 a.m., return about 9 p.m.; both days. Adults $25, kids, 5-15, $15. Contact Allegheny R.R. Box G, Akron, Ohio 44305.

Oct. 12-13: Atlanta to Tocca, Ga. round trip behind 4501. Write C.L. Harkleroad, Atlanta Chap. NRHS, Box 13132, Atlanta, Ga. 30324.

Oct. 12 & 13: Canadian steam fall spectacular; ex-CP 136 doubleheads with ex-CP 1057, Toronto to Owen Sound via rugged Credit River valley, clerestory-roofed Credit Valley coaches, photo runbys. Fare, incl. overnight accommodations Owen Sound, $45. Contact Ontario Ry. Assn., Box 64, Brampton, Ont. L6V 2K7, Canada.

Oct. 13: Niagara Falls to Stratford, Ont., round trip with 6060, Details from Harold Ahlstrom, Buffalo Chap. NRHS, 159 Stockbridge Ave., Buffalo, N.Y. 14215.

Oct. 19-20: Chattanooga to Crossville, Tenn., behind 4501, round trip. Contact Paul Merriman, Tenn. Valley Chap. NRHS, Box 44, Chattannoga, Tenn. 37401.

Oct. 19-20: Autumn open house on NH&I, unlimited operational rolling stock, doublehead steam trips with ex-CN 1533 and ex-Cliffside 40, buffet in dining-car trips to Ivyland, also Sat. night train trip. SSE to Richard Roden, chairman, New Hope & Ivyland Chap. NRHS, 910 W. Cobbs Creek Pkwy., Yeadon, Pa. 19050.

Oct. 26: Birmingham to Montgomery, Ala., round trip with steamers 722 and 450 via L&N. Write Ralph Honeycutt, Heart of Dixie Chap. NRHS, 2353 Brookline Dr., Birmingham Ala. 35226.

Nov. 10: New York Upstate Train Collectors Assn. show, Hennessey Hall, Schenectady, N.Y. Write Mark Breslin, 148 Elmer Ave., Schenectady, N.Y. 12306. ●

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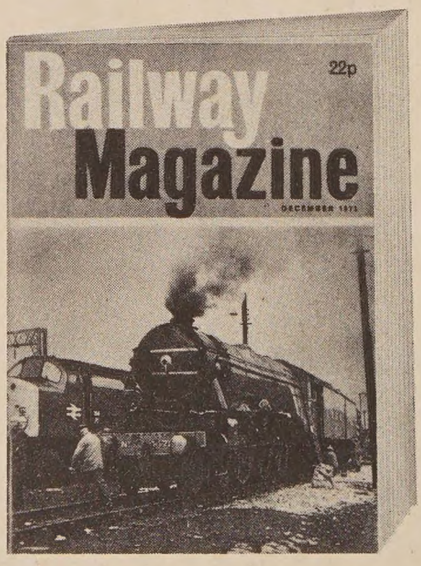

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